OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

START OF ROLL

ROLL

251

AGENCY
NAME: ODot Support Services

SERIES TITLE:

Contracts

FIRST RECORD
ON REEL:

Contract # 9854

REDUCTION
RATIO: 21X

1984 N.W. Kittridge Ave.-NW 31st 9854
Ave. Sec. N.W. St. Helens Rd. in Ptld.
(Grading, paving & signing) ■

9854

January 27, 1988

Allen, Kilmer, Schrader, Yazbeck
& Chenoweth
Attorneys at Law
1600 Orbanco Building
1001 SW Fifth Avenue
Portland, OR 97204

CON 5 - 9831, 9854,
9855, 9944,
9935 & 9953

Attention: Robert L. O'Halloran

As requested in your letter of January 21, 1988, I am attaching the official documentation showing the formal acceptance of the various R. A. Hatch Co.; Roadway/Hatch Joint Venture Projects. As you will note, I have highlighted the specific project.

Contract No. 9877 with R. A. Hatch Co. & Gaynetco, Inc., has not been accepted by the State. It was completed on December 15, 1987.

Contract No. 9865 with Roadway Constructors Corporation and R. A. Hatch Co. for the Beaverton-Tigard Hwy. Interchange has not been completed or accepted.

Contract No. 9864 is with Dirt and Aggregate Interchange, Inc. for The Dalles-California Highway Guardrail Project in Wasco County. Contract No. 9004 is with Marion Construction Co., Inc. for work in Silver Falls State Park in Marion County. Since these two contracts were not with Hatch/Roadway, we did not provide the acceptance information. If you do need them, let me know and we will provide that documentation.

Please let me know if I can provide any further information.

Fran Neavoll
COMMISSION SERVICES

FKN:bk

Atts.

Delegated authority reports sent showing Schwartz acceptance of Contract Nos. 9831, 9854, 9855, 9944, 9935 and 9953.

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

F. GORDON ALLEN
ANDREW K. CHENOWETH
JEFFREY M. KILMER*
CHARLES R. SCHRADER*
STEPHEN C. VOORHEES
JOSEPH A. YAZBECK, JR.

*ALSO ADMITTED IN WASHINGTON

FACSIMILE 503-222-5290 (Portland)
503-484-9779 (Eugene)

JANIE M. BURCART
CHRISTOPHER T. CARSON*
BARRY W. DOD*
DAVID A. DRAPELA*
GEORGE V. EIGHMEY
JAMES P. LAURICK
JEFFREY S. MERRICK
THOMAS J. MURPHY
ROBERT L. O'HALLORAN
GREGORY B. SNOOK
LYNNIA K. WOODS

January 21, 1988

Fran Neavoll
Oregon State Highway Department
Commission Services
121 Transportation Building
Salem, OR 97310

Re: The American Insurance Company; R.A. Hatch Co.; Roadway/ Hatch Joint Venture Projects

Dear Ms. Neavoll:

You may recall that I represent The American Insurance Company, surety for R.A. Hatch Co. or Roadway/Hatch joint venture on various Oregon State Highway Department projects.

The purpose of this letter is to request some information that will assist us in evaluating possible remaining bond claim exposure with respect to various projects.

I request that you provide me with the date on which each of the following projects was formally accepted by OSHD (and, if it exists, a copy of whatever document reflects the date of formal acceptance):

1. OSHD 9831; 10-4-85
2. OSHD 9854 (NW Kittridge-NW 31st, Portland); 1-12-87
3. OSHD 9855 (Powell-Heiney Road); 1-15-87
4. OSHD 9865 (Beaverton/Tigard 217 Highway Interchange); not accepted

?. 5. OSHD 9864; ?. not Hatch job

6. OSHD 9877. not accepted

7. OSHD 9944 (Ladd Canyon); 8-25-86

8. OSHD 9935 (Tigard-Willamette River); 1-30-87

?. 9. OSHD 9004; and ?.

10. OSHD 9953 (Sunset-Pacific Coast Highway 217 Overlay). 12/18/87

As always, if there is any charge for the copying of any documents please advise and I will arrange for payment. I appreciate your continued cooperation and assistance.

Very truly yours,

Bob O

Robert L. O'Halloran

RLO/me

cc: The American Insurance Company

RECEIVED
JAN 22 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9854

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 23, 1987

In Reply Refer to
File No.:

CON 5
9865
9953
9854

U. S. Department of Labor - ESA
Wage and Hour Division
P. O. Box 85364
Dallas, TX 75285

Re: Roadway Constructors, Corporation and
R. A. Hatch Company, Joint Venture
Quality Paving - Subcontractor
Contract No. 9865
Contract No. 9953
Contract No. 9854

Enclosed find check(s) to cover the underpayment of wages found due by a USDOL investigation of Quality Paving on the above projects. The amounts due per contract are as follows:

Contract No. 9865	$10,443.80
Contract No. 9953	$ 3,308.01
Contract No. 9854	$ 449.74

The enclosed funds are to be distributed by the U. S. Department of Labor to the affected employees, as appropriate.

J. L. Widmer
J. L. Widmer
EEO, MBE & Labor Compliance Officer

JLW:mk

Encl.

cc: W. J. Olson
Roadway Constructors, Corp. &
R. A. Hatch Co., J.V.

bc: W. E. Schwartz
C. O. Fredrickson

5

RECEIVED
STAT. HWY ENGR

JUL 8 '87

REFER TO

FOR

Info	Inves	R/D	O/R	Sign	Act	File

06183m

Mailed From acct.
7-7-87 certified mail
J.

Form 734-3122 (1-87)

March 20, 1987

W. J. Olson
Assistant Regional Administrator
U. S. Department of Labor
Wage and Hour Division
909 First Avenue, Room 3032
Seattle, WA 98174

CON 5
9865
9953
9854

Re: Roadway Constructors, Corporation and
R. A. Hatch, Joint Venture
Quality Paving - Subcontractor
Contract No. 9865 - Beaverton/Tigard Highway Interchange
Contract No. 9953 - Jct. Sunset Hwy.-Jct. Pacific Hwy.
Contract No. 9854 - NW Kittridge Ave.-NW 31st Ave. (Ptld.)

We have received your letter of March 16, 1987, regarding your investigation of contract labor violations on the above projects.

Our Contract Payments Unit was notified on March 19, 1987, to withhold $10,443.80 from Contract No. 9865, and $3,308.01 from Contract No. 9953 from the final payment of contract funds. The above funds will not be released until we have notification for final clearance from your office, as you requested.

The final payment for Contract No. 9854 was made January 9, 1987. Therefore, the amount of $449.74 cannot be withheld from Contract No. 9854.

If I can be of further assistance, please contact me.

J. L. Widmer, Acting Manager
EEO, MBE & Labor Compliance

JLW:LB:mk

03199m

Funds were available
J

U.S. Department of Labor

Employment Standards Administration
Wage and Hour Division
909 First Avenue, Room 3032
Seattle, Washington 98174

Reply to the Attention of

March 16, 1987

Mr. John Widmer, Labor Compliance Officer
Oregon State Department of Transportation
Highway Division, Contracting Department
Salem, OR 97310

Subject: Roadway Constructors, Corporation and
R.A. Hatch Company, Joint Venture
Quality Paving - Subcontractor

Contract No's: 9865
9953
9854

Dear Mr. Widmer:

Please be advised that the Wage and Hour Division is conducting a concurrent Fair Labor Standards Act, Davis-Bacon Related Act (DBRA), and Contract Work Hours and Safety Standards Act (CWHSSA) investigation of Quality Paving with respect to performance on the subject Federally assisted contract.

Our investigation has disclosed DBRA violations by this contractor and to date we have not been successful in obtaining a voluntary agreement to pay the backwages found due. Therefore, as provided by 29 CFR part 5, Section 5.9, which was promulgated under the authority of Reorganization Plan No. 14 of 1950 (64 Stat. 1267), your agency is requested to withhold $14201.55 from contract funds. The amount due under each contract is as follows:

9865	$10443.80
9953	3308.01
9854	449.74

Please send to the above address written notice of the action taken in response to this letter within fifteen days of its receipt. Please ensure that your report specifies the name of the contractor and the contract number. For your further information, the subject contractors have been notified of our intent to cause this withholding.

If you have any questions call Ed Woodruff at (206) 442-1914 or FTS 399-1914.

Thank you for your cooperation.

Sincerely,

Wilbur J. Olson
Assistant Regional Administrator

RECEIVED
MAR 18 1987
CONSTRUCTION
SECTION

CE — CAE —
COE — OM —
OE —
CA —
CAM —
SBO —
SPC — TC —
SA — CC —
FE — CP —
PQC —
QCS —
FILE —

#9854

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

May 15, 1987

In Reply Refer to
File No.:

CON 5
9854

Allen, Kilmer, Schrader, Yazbeck
& Chenoweth
Attorneys at Law
1600 Orbanco Building
1001 SW Fifth Ave.
Portland, OR 97204

Attn: Robert O'Halloran

Re: Roadway Constructors Corp. &
R. A. Hatch Co., J.V.
Contract No. 9854

We wrote to you on February 6, 1987, in response to your request that we make payments under this contract to the surety, The American Insurance Company. At that time, we informed you that we could only make payments to the contractor unless we had an assignment executed by the contractor. We also enclosed an assignment form that could be used for that purpose.

The joint venture contractor has signed and returned the Final Estimate Certificate on this contract to us. We are now prepared to issue the final payment on this contract. You have not furnished an assignment of contract proceeds executed by the joint venture contractor in favor of The American Insurance Company, surety on this contract. We therefore cannot release the final payment on this contract until we receive either a release to do so from The American Insurance Company to make the payment to the contractor, or an executed assignment from the contractor(s) of record to release payment to its surety.

Your prompt attention and response in this matter will be appreciated.

O. B. Jackmond

O. B. Jackmond, P.E.
Contract Administration Engineer

OBJ:mk

cc: Fran Neavoll
Jan Henry

05147m

RECEIVED
MAY 18 1987
COMMISSION SERVICES
[illegible] OF TRANSPORTATION

734-2023 (2-85)

4/24/87.
Kee Construction Inc
1330 Grand Pl.
Vancouver. WA. 98661.

Dept of Transportation

Dear Dept. Head.

This Genthoman mr Robert Haws who works for Riedel Resources Inc. told me that when I Signed this release on the behalf of Storie Steel Co. that Kee Construction Inc would be receiving their retainage Check. of $6925.90 In A few weeks After A few weeks I call mr Haws An his remarks is the Item is out of his hands, but told me to Call Bob Hatch At Willard Co. Hatch's new office I talked to mr Bob Hatch He Asured me that Kee's Check would be comming out by the weeks end. when the Check never Came. I Called Willard Co. Bob Hatch is not in I leave A phone # For him to Call but mr Hatch does not Call. what Am I to do. Just Loose $6925.90 or what.

Sincerely yours
James W. Olson Jr.
Kee Construction Inc
President

RECEIVED
APR 27 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4/21/87

Kee Construction Inc
1330 Grand Place
Vancouver WA
98661.

Secretary of State
of Oregon
143 Capital Blvd.
Salem Oregon. 97310

RECEIVED
APR 27 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Oregon State Highway Dept. Contract 9854

Dear Sirs:

I James Adams President of Kee Construction Inc. Am releasing Roadway/Hatch For Kee's retaining in which Kee Construction has not yet received the State of Oregon released Roadway/Hatch's money 1/9/87 Kee Contract Amount was. $138.518.00 x 5% is $6929.00.

I James Adams President of Kee Construction talked to mr Robert Hawes of Riedel Resources Inc. told me when I Signed A release So Wick Storie would get his $4320.00 for Blocking barrier Kee's retainage would follow in A few weeks. this 3/9/87- I talked to bob Hatch three week ago mr Hatch said the money would be here in one week, mr Hatch will not Cal back. or Answer the Phone.

Sirs Please do Something About this

Kee Construction Inc.
President - James W. Adams Jr.

claim previously filed -
- I called James Adams & told him to contact surety - (206) 693-2247 after 4:30 - I had Jan Henry call him re # held -

RIEDEL RESOURCES, INC.
4555 N. CHANNEL AVE., P. O. BOX 3320, PORTLAND, OR 97208-3320
503/285-9111

February 17, 1987

Kee Construction, Inc.
1330 Grand Place
Vancouver, WA 98661

RE: 9854 Kitterage to 31st St. - Bond Claim

Gentlemen:

We have settled the Bond Claim which was filed on the above project by your company and Storie Steel Wood Products, Inc. The bond claim was for $4,320 and related to damage claimed by Storie to barriers rented to your company for use on the above project.

I am attaching a copy of a Release form signed by Nick Storie releasing the bond claim. Apparently you filed a bond claim for the same amount for the same reason.

Since the matter has been settled with Storie, we need to have you sign a release form also.

Please sign the enclosed release form and return to us in the enclosed envelope. I am working with the Roadway/Hatch Joint Venture to help clear up the bond claims on this project. If you have any questions, please call me at (503) 285-9111, extension 640.

Sincerely,

RIEDEL RESOURCES, INC.

Robert Hawes

Robert Hawes

ks

Encl.

cc: 9854 Kitterage - 31st
R. A. Hatch
Claims File

RECEIVED
APR 27 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Willard Co.
1-503-2523929
Hatch H.O. 1-503-282-8418

Hatch
3/6/87
in [illegible] and [illegible] [illegible]

FIREMAN'S FUND
INSURANCE COMPANIES
San Francisco District Office
Surety Claims
One Market Plaza—Spear Street Tower
P.O. Box 3136
San Francisco, CA 94119
Writer's Number
(415) 777-9900

November 14, 1986

Kee Construction, Inc.
1330 Grand Place
Vancouver, WA 98661

Attn: James W. Adams, Jr., President

Re: Claim Number: B 864 S 546575
Sub-File: 8
Principal: Roadway/Hatch
Obligee: Oregon State Highway Dept., Contract 9854

Dear Mr. Adams:

This will acknowledge your letter dated May 15, 1986. You indicate a balance due on an account of $4,320.00 for the captioned project.

To expedite the handling of your claim, we enclose three proof-of-claim forms. Please return two completed copies to us at the above address, together with itemization and documentation of evidence to substantiate your claim. When we receive this, we will give your claim prompt consideration.

Your claim has not yet been examined. Do not construe this letter or the proof of claim forms as an indication that your claim has been approved.

Sincerely,

FIREMAN'S FUND INSURANCE COMPANIES

Martin Van Tassell
Surety Claims Analyst

MVT/et/mvt104mm

Enclosures

RECEIVED
APR 27 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AFFIDAVIT AND PARTIAL WAIVER OF LIEN AND PARTIAL RELEASE

This is to certify that all obligations for labor and/or materials; all taxes, licenses, fees and/or insurance; and all other amounts due of whatever nature, which have arisen in any manner in connection with the performance of the contract between Railco Multi Construction, Inc. and R. A. Hatch Co., JV and Oregon Department of Transportation, on Project #9854, Kittridge to 31st Street, or any work performed, materials or services furnished, by Storie Steel and Wood Products, Inc. on said Project as covered by its invoices through the period ending February 13, 1987, have been paid in full, and that there are no unsatisfied claims of any kind for such work, materials or services furnished, or for injuries to persons and/or property occurring from or incidental to the performance or nonperformance of said contract, except as provided herein.

In consideration of, and upon receipt of, the payment of $750.00, Storie Steel & Wood Products, Inc. does hereby:

1. waive and release any and all claims on any performance and payment bond of whatever nature it may have on the above-described Project, on account of labor and/or material or services furnished and work performed through the date of February 13, 1987.

2. release and forever discharge Railco Multi Construction, Inc. and R. A. Hatch Co., JV, its officers, agents and employees of and from all claims, demands, liabilities and causes of action of every character whatsoever, whether known or unknown, arising out of or in connection with said work performed, materials or services furnished, by Storie Steel & Wood Products, Inc. on said Project through the date of February 13, 1987.

3. agree to defend and indemnify Railco Multi Construction, Inc. and R. A. Hatch Co., JV, and its surety from any and all liability arising out of or relating to any claims made in connection with work performed, materials or services furnished, by Storie Steel & Wood Products, Inc. on said Project through the date of February 13, 1987.

EXECUTED at Portland, Oregon on this 16 day of FEB, 1987.

Attest: (If Corporation)
Kee Construction Inc
James W. Obrien Jr President
(Seal)

STORIE STEEL & WOOD PRODUCTS, INC.
By Nicholas Storie
President (Title)

SUBSCRIBED and sworn to before me by the said person, Nicholas Storie on this the 16th day of February, 1986.

Louise Kay [illegible]
Notary Public for Oregon

RECEIVED
APR 27 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9854 ✓

March 19, 1987

Allen, Kilmer, Schrader, Yazbeck & Chenoweth
Attorneys & Counselors
1600 Orbanco Building
1001 SW Fifth Avenue
Portland, OR 97204

Attention: Robert L. O'Halloran

As requested in your letter of February 27, 1987, we are attaching information on the status of Contracts 9594, 9877, 9866, 9855, [redacted], 9944, 9953, and 9935 as provided by our Construction Office.

If you have any questions concerning this information, please contact Bruce Walton. His number is 378-6594.

Fran Neavoll
COMMISSION SERVICES

bk

Attachment

bc: Bruce Walton

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

F. GORDON ALLEN
ANDREW K. CHENOWETH
JEFFREY M. KILMER*
CHARLES R. SCHRADER*
STEPHEN C. VOORHEES
JOSEPH A. YAZBECK, JR.

*ALSO ADMITTED IN WASHINGTON

CHRISTOPHER T. CARSON*
GEORGE V. EIGHMEY
GEORGE J. HIBBERT
FRED L. KOPATICH
JAMES P. LAURICK
THOMAS J. MURPHY
ROBERT L. O'HALLORAN
GREGORY B. SNOOK
LYNNIA K. WOODS

February 27, 1897

Ms. Fran Neavoll
Oregon State Highway Department
Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

Re: The American Insurance Company; R. A. Hatch Co., Roadway/Hatch Joint Venture

Dear Ms. Neavoll:

As you know, I represent The American Insurance Company.

On behalf of The American, I am trying to determine the status and the amounts of contract balances and retainage held by the Oregon State Highway Department on the following projects for which The American posted payment and performance bonds on behalf of R. A. Hatch Co., or Roadway/Hatch, Joint Venture:

1. OSHD 9594, Banfield 39th - 87th Avenue (we have submitted a request for release of retainage together with the consent of the contractor, and I understand that Mr. Jackmond is currently considering it);

2. OSHD 9877, Linn/Lane, California State Line;

3. OSHD 9865, Beaverton/Tigard Highway;

4. OSHD 9855, Powell-Heiny Road (I have received an assignment executed by R. A. Hatch Co. as managing partner of the Joint Venture and will forward it to you under separate cover in order to effect the release of the remaining proceeds);

5. OSHD 9854, Kittridge - 31st Avenue;

6. OSHD 9944, Ladd Canyon;

7. OSHD 9953, Sunset-Pacific Coast Highway;

8. OSHD 9935, Tigard/Willamette River.

I would appreciate it if you could provide me with this information at your very earliest convenience. Please call if you have any questions.

Very truly yours,

Bob

Robert L. O'Halloran

770

cc: The American Insurance Company

RECEIVED
MAR 2 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Jan Henny for info
Referred to Walton

Status of Contracts

Contract 9594 will be addressed by O. B. Jackmond by separate letter.

Contract 9877 - Contractor must provide additional documentation before final payment can be made. We are holding $10,000.00 in retainage.

Contract 9865 - Contractor must provide additional documentation before final payment can be made. We are holding $145,000.00 in retainage.

Contract 9855 - The final pay estimate was prepared 1-14-87. Contractor must sign and return information to receive final payment.

Contract 9854 - Final pay estimate was prepared 1-9-87. Contractor must sign and return to receive final payment.

Contract 9944 - Contractor was paid in full 8-22-86.

Contract 9953 - Holding $74,744.91 until USDOL Labor Complaint has ben resolved.

Contract 9953 - Final pay estimate prepared 1-29-87. Contractor must sign and return to receive final payment.

March 9, 1987

Goldie Gentle Construction, Inc.
5241 N.E. 89th Ave.
Portland, OR 97220

CON 5 - 9854

Attention: William A. Gentle
President

We have received your letter dated February 3, 1987, addressed to the Secretary of State filing a claim against the following Highway Division contract:

FILED BY: Goldie Gentle Construction, Inc.

AMOUNT: $2,734.32

AGAINST (PRIME CONTRACTOR) Railco Multi Construction, Inc.
dba Roadway Constructors Corp.
and R. A. Hatch Co., JV

CONTRACT NO: 9854

PROJECT: N.W. Kittridge Ave.-N.W. 31st Ave. (Portland) Section, N.W. St. Helens Road, Multnomah County

SURETY: The American Insurance Co.

AGENT: Corroon and Black of Oregon

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: The American Insurance Co.
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

Railco Multi Construction, Inc. dba
Roadway Constructors Corp. and
R. A. Hatch Co., JV
P. O. Box 6179
Bend, OR 97708

bbc: Bryant Jackmond
FKN:slp

GOLDIE GENTLE CONSTRUCTION, INC.
5241 N. E. 89TH AVENUE
PORTLAND, OREGON 97220

FEBRUARY 3RD, 1987

STATE OF OREGON
SECRETARY OF STATE
143 CAPITOL BUILDING
SALEM, OREGON 97310

SUBJECT: PAYMENT DUE - O.S.H.D. CONTRACT NO. 9854
N. W. KITTRIDGE AVE.-N. W. 31ST AVE. (PORTLAND)
MULTNOMAH COUNTY
PRIME CONTRACTOR: ROADWAY CONSTRUCTORS, INC./R. A. HATCH CO.
(AJOINT VENTURE)

GENTLEMEN:

WE HAVE A SUBCONTRACT WITH THE ABOVE NAMED PRIME CONTRACTOR ON THE ABOVE NAMED PROJECT DATED JULY 24TH, 1984 AND AS OF THIS DATE WE HAVE AN OUTSTANDING AMOUNT DUE OUR FIRM IN THE AMOUNT OF $2,734.32 FOR WORK PERFORMED AND ACCEPTED IN ACCORDANCE WITH THE GENERAL CONTRACT AND THE SUBCONTRACT.

WE HEREBY NOW MAKE DEMAND ON THE PERFORMANCE AND PAYMENT BOND PROVIDED TO THE STATE OF OREGON BY THE PRIME CONTRACTOR FOR THE BALANCE OF MONIES DUE ON THIS SUBCONTRACT IN THE AMOUNT OF $2,734.32. THE BALANCE DUE IS BASED ON WORK PERFORMED TO DATE, ADDITIONAL AMOUNTS MAY BE DUE WHEN THIS PROJECT IS FINALLY COMPLETED AND ACCEPTED BY THE DEPARTMENT OF TRANSPORTATION.

SINCERELY,

GOLDIE GENTLE CONSTRUCTION, INC.

William A. Gentle

WILLIAM A. GENTLE,
PRESIDENT

CC: DEPARTMENT OF TRANSPORTATION, STATE OF OREGON
THE AMERICAN INSURANCE COMPANY
CORROON & BLACK OF OREGON, AGENT
ROADWAY CONSTRUCTORS INC./R. A. HATCH CO. (A JOINT VENTURE)

RECEIVED
FEB - 4 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4257

February 9, 1987

CON 5 - #9854

The American Insurance Company
Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

On January 16, 1987, we wrote to you concerning release of final payment on Contract No. 9854 awarded to Railco Multi Construction, Inc. dba Roadway Constructors Corporation & R. A. Hatch Co. JV for work on the NW Kittridge Avenue-NW 31st Avenue (Portland) Section of NW St. Helens Road in Multnomah County.

Final payment on this contract is $14,143.62 and the total contract amount is $1,757,502.14, including $57,153.32 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Railco Multi Construction, Inc.
dba Roadway Constructors Corporation
& R. A. Hatch Co. JV
P.O. Box 6179
Bend, OR 97708

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

785-7

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

February 6, 1987

In Reply Refer to
File No.:

CON 5
9854

Allen, Kilmer, Schrader, Yazbeck
& Chenoweth
Attorneys at Law
1600 Orbanco Building
1001 SW Fifth Ave.
Portland, OR 97204

Attn: Mr. Robert L. O'Halloran

Re: Roadway Constructors Corp. &
R. A. Hatch Co., J.V.
Kittridge-31st Ave.
OSHD Contract No. 9854

This is in response to your letter of January 30, 1987, requesting that we release certain funds on this project to the surety, The American Insurance Company.

We are prepared to make the final contract payment to the joint venture contractor on this project. The certificate of final payment has been mailed to the joint venture contractor but has not been returned. We therefore have not released the final payment which is approximately $20,892.

As discussed with you by telephone, we cannot release contract proceeds to anyone other than the contractor without an assignment executed by the contractor. Enclosed is a copy of an assignment form which may be used for that purpose. Upon receipt of the properly executed assignment, we will release the remaining contract proceeds in accord therewith. In the meantime, based upon your letter, we will hold all payments due under this contract pending receipt of instructions from the joint venture contractor and the surety. No additional interest will accrue on contract proceeds being held at your request on behalf of the surety.

O. B. Jackmond

O. B. Jackmond, P.E.
Contract Administration Engineer

OBJ:mk
Encl.

Jan H. said final not released [illegible]

02043m

cc: ✓Fran Neavoll
Jan Henry

Roadway Constructors Corp. &
R. A. Hatch Co., J.V./Encl.

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

F. GORDON ALLEN
ANDREW K. CHENOWETH
JEFFREY M. KILMER*
CHARLES R. SCHRADER*
STEPHEN C. VOORHEES
JOSEPH A. YAZBECK, JR.

*ALSO ADMITTED IN WASHINGTON

CHRISTOPHER T. CARSON*
GEORGE V. EIGHMEY
GEORGE J. HIBBERT
FRED L. KOPATICH
JAMES P. LAURICK
THOMAS J. MURPHY
ROBERT L. O'HALLORAN
GREGORY B. SNOOK
LYNNIA K. WOODS

January 30, 1987

Fran Neavell
Commission Services
Oregon State Highway Dept.
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Roadway/Hatch Joint Venture; OSHD Contract 9854; Northwest Kittridge-31st Avenue; Claim File 864S-546575 (Subfile 6)

Dear Ms. Neavell:

I represent The American Insurance Company, surety for the joint venture on the bond posted for the project referenced above. It is my understanding that the OSHD continues to hold approximately $13,000 in retainage or contract progress payments.

On behalf of The American I hereby request the OSHD release this retainage to The American in order to allow it to insure that those funds are used to satisfy any legitimate outstanding bond claims.

If you have any questions or if I can be of assistance please do not hesitate to call.

Very truly yours,

Robert L. O'Halloran

RLO/me
cc: The American Insurance Company
Joan Snyder, Esq.

RECEIVED
FEB -3 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Referred to Jackmond
for handling - per
Ron Kleinschmidt Fran

9854

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9854

TO: Commission Services

DATE: January 12, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9854, On Site Work Substantially Completed September 22, 1985

All Work Completed February 18, 1986

Project N.W. Kittridge Avenue-N.W. 31st Avenue (Portland)

Highway N.W. St. Helens Road

County Multnomah

Type of Work Grading, Paving and Signing

Contractor Railco Multi Construction, Inc. and R.A. Hatch Co.

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1-16-87 - Surety letter sent.

RECEIVED
JAN 13 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4834

jc

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(20)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00049

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE June 14, 1985

8. FEDERAL ROUTE NUMBER FAU 9262, 9302 & Primary 1

9. STATE ROUTE NUMBER City Street & Primary 2

10. GENERAL LOCATION:
N. W. Kittridge St. - N. W. 31st Ave. Section

11. GENERAL DESCRIPTION OF WORK
Correct 1240

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

13. REMARKS

The 1240 dated 6/9/86 approving a utility adjustment showed the wrong general location.

RECEIVED
STATE HWY ENGR
DEC 19 '86
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig to 12/22

14. DATE 12/17/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: July 23, 1986

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Item No. 00049
Project No. IX-9296(3)
N.W. Kittridge St.-N.W. 29th Ave. Section
Multnomah County
File No. 55473

I request your approval of a program change on the subject project to include one additional file at an estimated total cost of $10,000. However, no increase in federal funds is required at this time and no relocation assistance is involved.

I further request the following:

(1) Approval to extend the beginning of the project 189 feet to the east to Station 567+08. This change will require a revision in miles to read --- 1.68 miles.

(2) Authorization to proceed with the actual acquisition of the required right-of-way, all phases, as outlined in red on the enclosed copy of Right-of-Way Map No. 9B-20-19.

RDF:pf
Enclosure

cc: Rick Kuehn, Region 1
Don Aman
General Files

Form 734-3122

FKN:cc   June 24, 1986

CON 5 - #9513, 9594, 9855
9854, & 9621

Wood Tatum Mosser Brooke & Landis
Law Offices
1001 Southwest Fifth Avenue
13th Floor
Portland, OR 97204-1129

Attention: Peter Livingston

Thank you for your letter of June 17, 1986, stating that the claim of $12,375.61 has been paid.

This was in connection with Contract No. 9621 with S. J. Groves & Sons Company for work on the South Banfield Interchange-S.E. Washington Street Section of the East Portland Freeway.

You had previously notified us that the following claims had been paid:

> Contract No. 9513 with S. J. Groves & Sons Company in amount of $6,975.14
>
> Contract No. 9594 with R. A. Hatch Co. in the amount of $49,443.45
>
> Contract No. 9855 with Railco Multi Construction, Inc., dba Roadway Constructors Corp. & R. A. Hatch, a JV in the amounts of $1,323.44 and $81,113.06
>
> Contract No. 9854 with Roadway Constructors Corp. and R. A. Hatch Co. in the amount of $2,013.18.

This information will be noted in our records and we will advise the surety and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
2255 116th Avenue N.E.
Bellevue, WA 98004

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

NOTED ON CARD
6-24-86 cc

bc: Secretary of State: Filed CL 1985-0218; 11-29-85
bbc: Bryant Jackmond   FKN:cc

LAW OFFICES OF
WOOD TATUM MOSSER BROOKE & LANDIS
FOUNDED 1870
1001 SOUTHWEST FIFTH AVENUE, 13TH FLOOR
PORTLAND, OREGON 97204-1129
TELEPHONE (503) 224-5430

LOFTON L. TATUM
JOHN D. MOSSER
JOHN R. BROOKE
DONALD J. MORGAN
DAVID C. LANDIS
PETER G. VOORHIES
PAUL N. WONACOTT
JOE D. BAILEY
ROBERT I. SANDERS
JEFFREY E. BOLY
JOHN C. MERCER
WILLIAM F. BUREN
JOHN M. COWDEN
CRAIG C. MURPHY
KATHERINE H. O'NEIL
VICKI HOPMAN YATES
PETER LIVINGSTON
KIM JEFFERIES
BARBARA H. THOMPSON

FRED D. FAGG III
COUNSEL

ERSKINE B. WOOD
JOHN G. HOLDEN
OF COUNSEL

ERSKINE WOOD
(1879-1983)

RCA 296522
FAX 503-241-7235

June 17, 1986

Department of Transportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen
Commission Services

Re: Cascade/Hopsing Construction, Inc.
Our Ref: 321/85:JDM/PL

Cascade/R. A. Hatch
Our Ref: 343/85:JDM/PL

Gentlemen:

All claims on the following contracts have been paid in full:

1. Contract No. 9513 with S. J. Groves and Sons Company in the amount of $6,975.14.
2. Contract No. 9594 with R. A. Hatch Co. in the amount of $49,443.45.
3. Contract No. 9855 with Railco Multi Construction, Inc., dba Roadway Constructors Corp. and R. A. Hatch, A JV, in the amount of $1,323.44.
4. Contract No. 9855 with Railco Multi Construction, Inc., dba Roadway Constructors Corp. and R. A. Hatch, A JV, in the amount of $81,113.06.
5. Contract No. 9854 with Roadway Constructors Corp. and R. A. Hatch Co., in the amount of $2,013.18.

RECEIVED
JUN 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

6. Contract No. 9621 with S. J. Groves and Sons Company in the amount of $12,375.61.

Your records should reflect payment on the first five contracts. The sixth (No. 9621) was paid this week.

Very truly yours,

Peter Livingston
PETER LIVINGSTON

PL/jlt
13.13/PL
cc: Mark M. LeCoq, Esq.
Saundra Martell
S. J. Groves and Sons Company

RECEIVED
JUN 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9854

R. A. HATCH CO.
Post Office Box 6179
BEND, OREGON 97708
(503) 382-8418

TO Mr. Robert Gormsen
Commission Services
121 Transportation Bldg.
Salem, Or 97310

DATE June 10, 1986

SUBJECT: Claim Releases

Mr. Gormsen:

Attached are copies of all releases we have received to date. They cover projects 9854, 9855, 9865 and 9935. If you have any questions, please call.

Sincerely,

Vonnie Green

7/15/86
cc Bryant Jackmond
Sec of State

no resp to Hatch

RECEIVED
JUN 1[illegible] 1986
COMMISSION SERVICES
DEPT OF TRANSPORTATION

Claim 1 of
[illegible] until
[illegible]

AGREEMENT

THIS AGREEMENT, made this 1st day of April, 1986, by and between Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, hereinafter "Payor", and Lloyd A. Mattox, Jr., Inc., hereinafter "Subcontractor or Supplier".

Subcontractor or Supplier has a Contract dated None with Beaverton-Tigard Interchange in connection with the Beaverton-Tigard Interchange Project #9865 and St. Helens Project #9854, hereinafter "Project".

Subcontractor or Supplier claims the amount of ~~[illegible]~~ 1,521^{cc} ~~$1,035.00~~ is presently overdue and payable in connection with such Project. s.m.

Subcontractor or Supplier is in need of immediate payment. Payor has an interest in Subcontractor or Supplier continuing performance on the Project and is willing to make payment according to the terms and conditions outlined herein.

Payor has not had an opportunity to review in full whether and to what extent any amounts are owed to Subcontractor or Supplier.

NOW, THEREFORE, it is agreed:

1. Payor agrees to pay Subcontractor or Supplier the amount of $1,035.00, receipt of which is hereby acknowledged by Subcontractor or Supplier.

2. Subcontractor or Supplier represents that the amount being paid by Payor is overdue and payable at this time, under the terms of the Contract with Payor for the projects.

7/15/86
cc Constr
Sec of State

3. Subcontractor or Supplier represents and warrants that it has paid all Subcontractors, Suppliers and employees and all other amounts due and owing to any other party arising out of or relating to its work performed as of April 1, 1986.

S.M

4. It is agreed that, in the event it is later determined that Subcontractor or Supplier was not owed the amount of \$1521^{00} ~~$1,035.00~~, or any part thereof, for any reason including, without limitation, (1) work not performed by Subcontractor or Supplier, (2) obligations not paid by Subcontractor or Supplier, (3) offsets or backcharges against Subcontractor or Supplier, (4) if, for any other reason, such sums were not due Subcontractor or Supplier, or (5) if in the future Subcontractor or Supplier becomes indebted to Payor for any reason, Subcontractor or Supplier agrees to reimburse Payor the difference between the amount paid pursuant to paragraph 1 and the amount owed, plus interest at the rate of 0 percent per annum from the date of this Agreement.

S.M.

5. Subcontractor or Supplier hereby releases Payor from any and all claims of any kind, except for \$456^{00} ~~None~~, arising out of or relating to the work performed on the Beaverton-Tigard Interchange Project #9865 and St. Helens Road Project #9854 up to and including April 1, 1986.

6. Subcontractor or Supplier agrees to defend and indemnify Payor, its officers, agents and employees from any and all claims of any kind arising out of or relating to any breach of its representations and agreements contained herein.

7. Subcontractor or Supplier agrees to continue performance according to the terms of its contract with Payor.

8. By making this payment, it is expressly understood that Payor is not agreeing to make any other payments due Subcontractor or Supplier under the terms of such contract.

ROADWAY CONSTRUCTORS CORP./
R. A. HATCH CO., A JOINT VENTURE

PAYOR ______________________

LLOYD A. MATTOX, JR., INC.

SUBCONTRACTOR/
SUPPLIER Dee - Sharon Lee Mattox

RECEIVED
JUN 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9854
claim not filed with ODOT

AGREEMENT

THIS AGREEMENT, made this 20th day of March, 1986, by and between Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, hereinafter "Payor", and Goldie Gentle Construction, hereinafter "Subcontractor or Supplier".

Subcontractor or Supplier has a Contract dated July 24, 1984 with Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture in connection with the N.W. Kittridge-N.W. 31st Project, hereinafter "Project".

Subcontractor or Supplier claims the amount of $17,056.09 is presently overdue and payable in connection with such Project.

Subcontractor or Supplier is in need of immediate payment. Payor has an interest in Subcontractor or Supplier continuing performance on the Project and is willing to make payment according to the terms and conditions outlined herein.

Payor has not had an opportunity to review in full whether and to what extent any amounts are owed to Subcontractor or Supplier.

NOW, THEREFORE, it is agreed:

1. Payor agrees to pay Subcontractor or Supplier the amount of $17,056.09, receipt of which is hereby acknowledged by Subcontractor or Supplier.

2. Subcontractor or Supplier represents that the amount being paid by Payor is overdue and payable at this time, under the terms of the Contract with Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, for the project.

7/15/86 cc Condon Sec of State

3. Subcontractor or Supplier represents and warrants that it has paid all Subcontractors, Suppliers and employees and all other amounts due and owing to any other party arising out of or relating to its work performed as of March 20, 1986.

4. It is agreed that, in the event it is later determined that Subcontractor or Supplier was not owed the amount of $19,893.59, or any part thereof, for any reason including, without limitation, (1) work not performed by Subcontractor or Supplier, (2) obligations not paid by Subcontractor or Supplier, (3) offsets or backcharges against Subcontractor or Supplier, (4) if, for any other reason, such sums were not due Subcontractor or Supplier, or (5) if in the future Subcontractor or Supplier becomes indebted to Roadway Constructors Corp. or R. A. Hatch Co. for any reason, Subcontractor or Supplier agrees to reimburse Payor the difference between the amount paid pursuant to paragraph 1 and the amount owed, ~~plus interest at the rate of 12 percent per annum from the date of this Agreement.~~

5. Subcontractor or Supplier hereby releases Roadway Constructors Corp. and R. A. Hatch Co., Joint Venture from any and all claims of any kind, except for retainage and quantity variances, arising out of or relating to the work performed on the Powell Blvd.-Heiney Road Project up to and including March 20, 1986.

6. Subcontractor or Supplier agrees to defend and indemnify Roadway Constructors Corp. and R. A. Hatch Co., its officers, agents and employees from any and all claims of any kind arising out of or relating to any breach of its representations and agreements contained herein.

7. Subcontractor or Supplier agrees to continue performance according to the terms of its contract with Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture.

8. By making this payment, it is expressly understood that Payor is not agreeing to make any other payments due Subcontractor or Supplier under the terms of such contract.

PAYOR Gregg C Ruf TREASURER

SUBCONTRACTOR/ SUPPLIER William A. Gettle President

RECEIVED
JUN 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9854

RELEASE OF CLAIM OR LIEN

claim filed
11/26/85
$2,013.18

already
noted on
card.
as
pd.

Subcontractor or supplier:

Cascade Construction Company, Inc.
P.O. Box 4267
Portland, OR 97208

Contractor:

R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Owner:

Oregon State Highway Department

Project:

#9854 - N.W. Kittridge to N.W. 31st

In consideration of Two Thousand Thirteen and 18/100 --------- **dollars ($**2,013.18**) and/or other valuable receipts paid by** R. A.Hatch Co.**, receipt of which is hereby acknowledged, the subcontractor or supplier listed above hereby releases all claims or liens or rights to lien or place claim against the above project, owner or contractor, or against bonds written for work on the above project.**

Date: February 12, 1986

Subcontractor or supplier: Cascade Construction Company, Inc.

By: Jon E Morris

Title: JON E. MORRIS, Pres.

7/15/86
cc

contractor
Surety
State

RECEIVED
JUN 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N.W. Kittridge Ave.- N.W. 31st Ave. (Portland)
HIGHWAY: N.W. St. Helens Road
WEEK ENDING: June 7, 1986
SECTION PREFIX: 326-1076
COUNTY: MULTNOMAH

NAME OF JOB: NW Kittridge Ave-NW 31st Ave
KIND OF WORK: Grading, Paving, and Signing
CONTRACTOR: Railco Multi Const., Inc.
CONTRACT NUMBER: 9854
FEDERAL AID PROJECT NUMBER: IX-9296(4)
DATE OF CONTRACT: July 11, 1984
DATE WORK STARTED: August 8, 1984
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 425
CALENDAR DAYS USED: 425
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 2,005,556.75
EXCLUSIVE OF ENGINEERING: $ 1,835,556.75
ENGINEERING AUTHORIZATION: $170,000.00
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,835,447.65
ENGINEERING COST TO DATE: $169,000.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT: OVERRUN UNDERRUN 0.00%
PERCENT OF AUTHORIZATION: 99.4%
DATE PROJECT WAS COMPLETED: September 22, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	SIGNING	
100	100	100	100	100	.	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,337 CY	11,350 T			
TOTAL QUANTITIES CORRECTED TO DATE	4,337 CY	14,000 T			10,846 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,000 CY	13,450 T			10,846 T
AVERAGE DAILY QUANTITIES					10,200 T
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.		STA 14		STA 30		STA 40		
PERCENT		100		100		100		

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	1	Fair	0		
MONDAY	2	Fair	0		
TUESDAY	3	Cloudy	0		
WEDNESDAY	4	Cloudy	0		
THURSDAY	5	Cloudy	0		
FRIDAY	6	Cloudy	0		
SATURDAY	7		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Jun 1 SUNDAY	No Activity
Jun 2 MONDAY	No Activity
Jun 3 TUESDAY	No Activity
Jun 4 WEDNESDAY	No Activity
Jun 5 THURSDAY	No Activity
Jun 6 FRIDAY	No Activity
Jun 7 SATURDAY	No Activity

REMARKS

PROJECT STATUS: All work complete. Final Inspection held February 7, 1986. Third Notification submitted on February 18, 1986.

ANTICIPATED NEXT WEEK: Submit Semi Final Estimate on June 12, 1986.

THIS WILL BE THE LAST WEEKLY REPORT.

SIGNED Jerry C Street LOCATION Portland, OR
Jerry C. Street, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:

RECEIVED
HWY ENGR
JUN -2 '86
REFER TO
FOR
Info Inves R/D [illegible] File

DATE: May 29, 1986

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary Potter, Manager
Program Section

NOTED
E. S. HUNTER

SUBJECT: Telephone Facility Manhole Adjustments
Pacific Northwest Bell Telephone Company
N.W. Kittridge St.-N.W. 31st Ave. Section
N.W. St. Helens Road
Multnomah County
Project No. (PE) IX-0000(20)

Here is a copy of an estimate of cost to adjust Pacific Northwest Bell Telephone Company's (PNB) telephone manhole facilities dated April 21, 1986.

A revision, during construction, of the highway centerline made it necessary to adjust PNB's manholes and handholes a second time. The manholes and handholes had previously been adjusted to the requirements of the original highway construction plans at no cost to the State. A second relocation/adjustment, caused by a change in plans, is reimbursable according to OSHD policies and procedures.

The conflict was not originally anticipated, therefore, PNB was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of distribution and transmission facilities.

There will be no betterment derived from the proposed adjustment of PNB's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of June 14, 1985 under the provisions of FHPM 6-6-3-1 is requested. Estimated cost to the State is $6,354.

JMC:jh

Enc.

cc: E. S. Hunter
J. M. Cartwright
R. L. Fleming

N

Send [illegible]

May 20, 1986

CON 5 - #9854

Kee Construction, Inc.
1330 Grand Place
Vancouver, WA 98661

Attention: James W. Adams, Jr.
President

We received your letter of April 9, 1986, forwarding backup documentation pertaining to Contract No. 9854 and claim against Railco Multi Construction, Inc. dba Roadway Constructors Corporation and R. A. Hatch Co., JV.

The backup documentation contained our letter of November 20, 1985, concerning a claim in the amount of $1,900. Also attached was a copy of a check in the amount of $1,803.55 which indicated it was to be applied to a claim of $4,320.

Please verify if this $1,803.55 payment is to be applied to the claim of $4,320 or to the claim of $1,900.

Robert W. Gormsen
COMMISSION SERVICES

FKN:cb

[illegible]

KEE CONSTRUCTION
1330 Grand Place
Vancouver, Washington 98661

April 9, 1986

Bob Gormsen
COMMISSION SERVICES
Room 121
Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen,

Enclosed please find back-up documentation pertaining to contract #9854 and claim against prime contractor:

Railco Multi Construction, Inc.
dba Roadway Constructors, Corporation
and R. A. Hatch Co., JV

Thank you for your attention in this matter.

Sincerely,

James W. Adams Jr
James W. Adams, Jr., President
KEE CONSTRUCTION

JWA/tk

5 encl.

RECEIVED
APR 11 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 20, 1985

In Reply Refer To
File No.:
CON 5
#9854

Kee Construction, Inc.
1330 Grand Place
Vancouver, WA 98661

Attn: James W. Adams, Jr.
President

This will acknowledge your letter of October 25, 1985, filing a claim against the following Highway Division contract:

FILED BY: Kee Construction, Inc.

AMOUNT: $1,900

AGAINST (Prime contractor): Railco Multi Construction, Inc. dba Roadway Constructors, Corporation and R. A. Hatch Co., JV

CONTRACT NO.: 9854

PROJECT: N.W. Kittridge Avenue-N.W. 31st Avenue (Portland) Section, N.W. St. Helens Road, Multnomah County

SURETY: The American Insurance Company

AGENT: Corroon & Black of Oregon

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Robert W. Gormsen
COMMISSION SERVICES

cc: Railco Multi Construction, Inc.
dba Roadway Constructors Corp.
& R. A. Hatch Co. JV
P.O. Box 6179
Bend, OR 97708

American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon & Black of
Oregon
P.O. Box 8699
Portland, OR 97207

RECEIVED
[illegible] 1986
COMMISSION SERVICES
[illegible] TRANSPORTATION

731-0146 (5-85)

ROADWAY CONSTRUCTORS, INC. AND
R.A. HATCH CO., A JOINT VENTURE
P.O. BOX 6179 • BEND, OREGON 97708 • PHONE (503) 382-8418

Main Portland Office
FAR WEST FEDERAL BANK
444 S.W. 5th Ave. • Portland, OR

501770

DATE October 22, 1985 24-7040/3230 99

PAY R.A. HATCH® I803 DOLS 55 CTS $1,803.55

TO THE ORDER OF

- Kee Construction, Inc. and
  Storie Steel & Wood Products Co.

ROADWAY CONSTRUCTORS, INC. AND
R.A. HATCH CO., A JOINT VENTURE

Warren M Green

⑈501770⑈ ⑆323070403⑆ 9900 067 3⑈

INVOICE DATE	INVOICE NO.	DESCRIPTION	AMOUNT	DEDUCTIONS	NET AMOUNT
		To be applied to claim of $4,320 for broken concrete median barrier 202			1,803.55

ROADWAY CONSTRUCTORS, INC. AND
R.A. HATCH CO., A JOINT VENTURE
P.O. BOX 6179 • BEND, OREGON 97708 • PHONE (503) 382-8418

Nick Storie
1-503-287-1775

501770

RECEIVED
NOV [illegible] 1985
COMMISSION [illegible] SERVICES

Bill Hatch
California 415-538-0827

R. A. HATCH CO.
Post Office Box 6179
BEND, OREGON 97708
(503) 382-8418

Memo

TO Jim Adams
Kee Construction

DATE October 22, 1985
SUBJECT: 9865 Estimate 13

I spoke with Bill Hatch regarding the Storie Steel & Wood Products claim against R. A. Hatch Co. for $4,320. He agreed that Copenhagen was responsible for the damage to the barrier, but in order to protect R. A. Hatch Co., we need to either issue a joint check or withhold that amount until you have resolved the problem with copenhagen and the claim is withdrawn. I am enclosing three joint checks totaling $25,115.86. Please contact Bill Hatch if you have a problem with this.

Diana Freeland

RECEIVED
APR 11 1986

MICC 803 2

KEE CONSTRUCTION, INC., Hatch DATE 11-12-84

WEATHER CONDITION Showers 55°
DAY OR NIGHT Day

TIME STARTED 7:00
TIME FINISHED 7:30
TIME LAYOVER

EQUIPMENT Generator -
CRANE OR CRANES Gray Crane 50 Ton
SMALL TOOLS Skilsaw, Grinder, Hand Tools
HY[illegible]ERS
NIGHT LIGHTS
VEHICLES USED Flat bed
TIME EQUIPMENT WAITED

FOREMAN John-12
LABOR Herb-12
LABOR Rick-12
LABOR
LABOR

RECEIVED
COMMISSION [illegible] SERVICES
DEPARTMENT OF [illegible]

- -

COMMENTS ON SHIFT:

Hatch wanted barrier moved.
conFirmed Truck & Crane, picked
up 30 2x8 shts styrafoam. started
moving barrier @12:00 w/backhoe
Crane on Job @ 1:30 Finished
@ 7:30 put on Reflectors.
operator did not want to set
Form panels in dark. scheduled
For Tues. morn.
(not being Charged For 50 ton)

RESPOND TO CHANGE ORDERS

John [illegible]
(SUPERVISOR SIGNATURE)

(FINISH DATE AND TIME)

4 FRI.

set up on # 2
ve & pump to
leted building 7
e Back of High
sp. informed us
not complete.
sed it would.
ed down 2' in
was not passed
until now. Rick
out backfill full
wall, so Herb
nish. George came
00 to help finish
ne & pump @ 1:00
pour @ 1:45.
needed 2 Finishers
. George & Herb went
am @ 2:30.

Paving Complete @ today. barrier ready to move Mon. Called Grays Crane. 12:00 is as soon as they can get on Job. [redacted] say. Inspector also wants pads or Styrofoam under barriers. Informed Sam 3:00 pm Fri.

11-~~12~~-84 Mon

Rick & Tony [illegible] 7:15 [illegible]

[illegible]

Jerome [illegible]

645-640[illegible]

Hatch said ~~a~~ barrier must be set Today. [redacted] Truck on Job & 12:00 Crane arrived 1:30. Hatch helped move barrier with backhoe

RECEIVED
APR 1 1986
[illegible]

CL 1986-0195

9854

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 19 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:
CON 5 - #9854

May 15, 1986

Kee Construction Inc.
1330 Grand Place
Vancouver, WA 98661

Attention: James W. Adams, Jr.
President

We have received your letter dated April 9, 1986, filing a claim against the following Highway Division contract:

FILED BY: Kee Construction Inc.

AMOUNT: $4,320

AGAINST (Prime contractor): Railco Multi Construction, Inc.
dba Roadway Constructors Corporation
and R. A. Hatch Co., JV

CONTRACT NO.: 9854

PROJECT: N. W. Kittridge Ave.-N.W. 31st Avenue (Portland) Section, N.W. St. Helens Road, Multnomah County

SURETY: The American Insurance Company

AGENT: Corroon & Black of Oregon

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

NOTED ON CARD
5/21/86 CB

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
MAY 20 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Railco Multi Construction, Inc.
dba Roadway Constructors Corporation
and R. A. Hatch Co., JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Company
Attn: Fidelity and Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

KEE CONSTRUCTION
1330 Grand Place
Vancouver, Washington 98661

April 9, 1986

Bob Gormsen
COMMISSION SERVICES
Room 121
Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen,

KEE CONSTRUCTION INC. is submitting a claim against Roadway Constructors, Inc. and R. A. Hatch Co. for $4,320.00 for retainage on job #9854, N.W. Kittridge Ave. --N.W. 31st Ave. (Portland).

KEE CONSTRUCTION INC. feels enough time has passed and therefore demand to be paid as per our contract.

Thank you for your attention in this matter.

Sincerely,

James W. Adams, Jr., President
KEE CONSTRUCTION INC.

JWA/tk

RECEIVED
APR 11 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]

April 16, 1986

CON 5 #9855
#9513 #9854
#9594 #9621

Wood Tatum Mosser Brooke & Landis
1001 S.W. Fifth Avenue, 13th Floor
Portland, OR 97204-1129

Attention: Peter Livingston

Thank you for your letter of March 13, 1986, with attachments, stating that the following claims filed by Cascade Construction Company have been paid:

Contract No. 9513 with S. J. Groves and Sons Company in the amount of $6,975.14

Contract No. 9594 with R. A. Hatch Co. in the amount of $49,443.45

Contract No. 9855 with Railco Multi Construction, Inc., dba Roadway Constructors Corp. and R. A. Hatch, A JV, in the amount of $1,323.44

Contract No. 9855 with Railco Multi Construction, Inc., dba Roadway Constructors Corp. and R. A. Hatch, A JV, in the amount of $81,113.06

Contract No. 9854 with Roadway Constructors Corp. and R. A. Hatch Co., in the amount of $2,013.18.

This information will be noted in our records and we will advise the sureties and the contractors.

Please let us know when the claim against Contract No. 9621 for $12,375.61 plus interest is paid.

ORIGINAL SIGNED
[illegible]RT W. CORM[illegible]

Robert W. Cormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
2255 - 116th Avenue NE
Bellevue, WA 98004

R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

Railco Multi Construction, Inc.
dba Roadway Constructors Corp.
& R. A. Hatch Co., JV
P. O. Box 6179
Bend, OR 97708

The American Insurance Company
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97201

Industrial Indemnity Company
Attn: Bond Department
421 SW 6th Avenue
Portland, OR 97204

bc: Secretary of State

bbc: Bryant Jackmond

FKN:azm

NOTED ON CARD

LAW OFFICES OF
WOOD TATUM MOSSER BROOKE & LANDIS
FOUNDED 1870
1001 SOUTHWEST FIFTH AVENUE, 13TH FLOOR
PORTLAND, OREGON 97204-1129
TELEPHONE (503) 224-5430

LOFTON L. TATUM
JOHN D. MOSSER
JOHN R. BROOKE
DONALD J. MORGAN
DAVID C. LANDIS
PETER G. VOORHIES
PAUL N. WONACOTT
JOE D. BAILEY
ROBERT I. SANDERS
JEFFREY E. BOLY
JOHN C. MERCER
WILLIAM P. BUREN
JOHN M. COWDEN
CRAIG C. MURPHY
KATHERINE H. O'NEIL
VICKI HOPMAN YATES
PETER LIVINGSTON
KIM JEFFERIES
BARBARA H. THOMPSON

FRED D. FAGG III
COUNSEL

ERSKINE B. WOOD
JOHN G. HOLDEN
OF COUNSEL

ERSKINE WOOD
(1879-1963)

RCA 296822
FAX 503-241-7236

March 13, 1986

Department of Transportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen
Commission Services

Re: Cascade/Hopsing Construction, Inc.
Our Ref: 321/85:JDM/PL

Cascade/R. A. Hatch
Our Ref: 343/85:JDM/PL

Gentlemen:

This office filed claims by letters dated November 4 and November 26, 1985, copies of which are enclosed. Only the claim on contract No. 9621 for $12,375.61 plus interest remains unpaid. The other claims have been paid in full.

Very truly yours,

Peter Livingston

PETER LIVINGSTON

PL/jlt
13.08/PL
Enclosures
cc: Cascade Construction
Attn: Mr. Jon E. Morris

RECEIVED
MAR [illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
WOOD TATUM MOSSER BROOKE & HOLDEN
1001 SOUTHWEST FIFTH AVENUE, SUITE 1300
PORTLAND, OREGON 97204-1129

ERSKINE B. WOOD
LOFTON L. TATUM
JOHN D. MOSSER
JOHN R. BROOKE
JOHN G. HOLDEN
DONALD J. MORGAN
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JOHN M. COWDEN
KATHERINE H. O'NEIL
CRAIG C. MURPHY
PETER LIVINGSTON

ERSKINE WOOD
(1879-1983)

FRED D. FAGG, III
OF COUNSEL

TELEPHONE (503) 224-5430
CABLE: LINWOOD
RCA 296522
PANAFAX 503-241-7235

November 4, 1985

RECEIVED
MAR -5 1986
WTMB&L

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen,
Commission Services

Re: Cascade/Hopsing Construction, Inc.
Our Ref: 321/85:JDM/PL

Gentlemen:

Cascade Construction Company, Inc. wishes to file the following claims for CTB and cement furnished to Hopsing Construction, Inc.:

Contract No.	Contractor	Surety	Amt. Due	Project
1. 9513	S. J. Groves & Sons Co.	American Insurance Company	$6,975.14	N.E. Union - N.E. 39th Section of Columbia Hwy. Paid in Full 2-13 & 2-14 -86
2. 9621	S. J. Groves & Sons Co.	American Insurance Company	$12,375.61	S. Banfield Interchange - S.E. Washington St.
3. 9594	R. A. Hatch Co.	American Insurance Company and Industrial Indemnity Company	$49,443.45	N.E. 87th Section of Columbia River Hwy. Paid in Full 2-13 & 2-14 1986

RECEIVED
[illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4.	9855	Railco Multi Construction, Inc. dba Roadway Constructors Corp. & R. A. Hatch Co., JV	American Insurance Company	$1,323.44	Powell Blvd. Heiney Road	- paid in full - 3-4-86

Very truly yours,

John D Mosser

JOHN D. MOSSER
Secretary, Cascade Construction
Company, Inc.

13.01/PL
lla

cc: American Insurance Co. (Certified Mail)
P.O. Box 3825
Portland, OR 97208

Industrial Indemnity Company (Certified Mail)
421 S.W. Sixth Avenue
Portland, OR 97204

✓Cascade Construction Co.
Attn: Mr. Jon E. Morris

RECEIVED
MAR [illegible] 1986
COMM [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
WOOD TATUM MOSSER BROOKE & HOLDEN
1001 SOUTHWEST FIFTH AVENUE, SUITE 1300
PORTLAND, OREGON 97204-1129

ERSKINE B. WOOD
LOFTON L. TATUM
JOHN D. MOSSER
JOHN R. BROOKE
JOHN G. HOLDEN
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PETER LIVINGSTON

ERSKINE WOOD
(1879-1983)

FRED D. FAGG, III
OF COUNSEL

TELEPHONE (503) 224-5430
CABLE: LINWOOD
RCA 296522
PANAFAX 503-241-7235

November 26, 1985

RECEIVED
MAR - 5 1986
WTMB&L

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen,
Commission Services

Re: Cascade/R.A. Hatch
Our Ref: 343/85:JDM/PL

Gentlemen:

Yesterday a letter was sent notifying you of certain claims. Some of the information concerning the contractors was incorrect. This letter lists the contractors correctly.

Cascade Construction Company, Inc. hereby gives notice of the following claims for materials furnished to R.A. Hatch Co.:

1. CTB and Cement

Contract No.: 9855
Project: Powell Blvd. - Heiney Road
Contractor: Railco Multi Construction, Inc.
dba Roadway Constructor's &
R.A. Hatch Co., Joint Venturers
Surety: American Insurance Company

Amount supplied:
CTB: 11,087.17 tons @ 4.50 = $49,892.27
Cement: 449.22 tons @69.50 = 31,220.79

TOTAL AMOUNT DUE: $81,113.06

Paid in Full 2-28-86

RECEIVED
MAR [illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

2. Asphalt Mix and Liquid Asphalt

Contract No.: 9854
Project: NW Kittridge Avenue - NW 31st Ave.
Contractor: Roadway Constructor's Corp. & R.A. Hatch Co., Joint Venturers

Asphaltic mix: 98.794 tons @ $ 10.91 = $1,077.84
Liquid asphalt: 5.502 tons @ 170.00 = 935.34
TOTAL AMOUNT DUE: $2,013.18

Paid in Full
2-28-86

We would appreciate it if you let us know as soon as possible who the surety is on the second claim.

Very truly yours,

John D. Mosser

JOHN D. MOSSER
Secretary, Cascade
Construction Company, Inc.

13.02/PL
lla

cc: American Insurance Co. (Certified Mail)
P.O. Box 3825
Portland, OR 97208

Railco Multi Construction, Inc.
dba Roadway Constructor's Corp. &
R.A. Hatch Co., J.V.
3500 S.W. Bond Avenue
Portland, OR 97201

R.A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Cascade Construction Co.
Attn: Mr. Jon E. Morris

RECEIVED
NOV 27 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

– CL 1986-0102

9854

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 4 1986
BARBARA ROBERTS
SECRETARY OF STATE

February 26, 1986

IN REPLY REFER TO
FILE NO.: CON 5
#9854

Associated Sand & Gravel Co., Inc.
P.O. Box 363
Tualatin, OR 97062

Attn: Albert P. Demers

We have received your letter dated February 4, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Associated Sand & Gravel Company, Inc.
AMOUNT:	$1,552.23
FOR:	Material
AGAINST (Prime contractor):	Railco Multi Construction, Inc. dba Roadway Constructors Corp. & R.A. Hatch Co. JV
CONTRACT NO.:	9854
PROJECT:	N. W. Kittridge Avenue-N. W. 31st Avenue (Portland) Section of N.W. St. Helens Rd. in Multnomah Co.
SURETY:	The American Insurance Company
AGENT:	Corroon & Black of Oregon

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
5/20/86 CB

cc: Railco Multi Construction, Inc.
dba Roadway Constructors Corp.
& R.A. Hatch Co. JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3826
Portland, OR 97208

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

RECEIVED
MAR 7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

[illegible]

S&G ASSOCIATED SAND & GRAVEL
COMPANY, INC.
19585 S.W. 118TH AVE. • P.O. BOX 363 • TUALATIN, OR 97062

February 4, 1986

MR. ROBERT GORMSEN
Oregon State Highway Division
Transportation Building
Room 121
Salem, OR 97310

Contract No: (9854, St. Helens Road - NW Kittridge Ave NW 31st Ave.

Dear Mr. Gormsen;

Notice is hereby given that the undersigned Associated Sand & Gravel Co., Inc. has a claim for Concrete Sewer Pipe, Manhole Materials, Concrete Sewer Fittings and Castings furnished to Roadway-Hatch on your contract #9854 in the sum of $1,552.23.

We would appreciate any information on the status of this project.

Very truly yours,

ASSOCIATED SAND & GRAVEL CO., INC.

Albert P. Demers
Oregon Division Manager

APD:tc

RECEIVED
FEB - 6 1986
CONSTRUCTION SERVICES
[illegible]

(503) 692-3885 • 1-800-648-6609
An ARC America Company

9854

February 10, 1986

CON 5
#9854

Copenhagen Utilities & Construction, Inc.
P.O. Box 429
Clackamas, OR 97015

Attention: P. Nicholas Johnson
Vice President

We are returning the attached claim letter of January 14 for materials and services furnished to Roadway Constructors and R. A. Hatch on Contract No. 9854.

It is necessary that the letter be signed before we can process the filing of this claim.

Upon signature, please return to 121 Transportation Building, Salem, Oregon 97310.

Robert W. Gormsen
COMMISSION SERVICES

Attachment
jk

7/9/86
[illegible]

Copenhagen Utilities & Construction, Inc.

Contractors & Engineers
13600 Ambler Road • P.O. Box 429 • Clackamas, Oregon 97015
503/654-3104

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

January 14, 1986

Secretary of State
State Capitol, Room 122
Salem, OR 97310

Re: N.W. Kittridge Ave. - N.W. 31st Ave. (Portland)
State Contract # 9854
Copenhagen Job 115 090

Gentlemen:
Copenhagen Utilities & Construction, Inc., a subcontractor on the above project, hereby gives notice of claim for materials and services furnished to Roadway Constructors/R.A. Hatch Co., a joint venture, in the current unpaid amount of $51,462.23.

Demand is made for immediate payment of the entire balance plus interest as provided by law.

Sincerely,

COPENHAGEN UTILITIES & CONSTRUCTION, INC.

P. Nicholas Johnson, Vice President

PNJ:ss

cc: American Insurance Co. (Certified Mail)
cc: Robert W. Gormsen, Commission Services (Certified Mail)

RECEIVED
JAN 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1986-0018 —

9854

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 10 1986
BARBARA ROBERTS
SECRETARY OF STATE

January 10, 1986

Con 5 - #9855
#9854

IN REPLY REFER TO FILE NO.:

Wood, Tatum, Mosser, Brooke & Holden
Attorneys at Law
1001 S.W. Fifth Ave., Suite 1300
Portland, OR 97204-1129

This will acknowledge the letter dated November 26, 1985, and signed by Cascade Construction Company, Inc., filing claims against the following Highway Division contracts:

FILED BY:	Cascade Construction Company, Inc.
FOR:	Materials
AGAINST (Prime contractor):	Railco Multi Construction, Inc., dba Roadway Constructors Corporation & R. A. Hatch Co., JV
SURETY:	The American Insurance Company
AGENT:	Corroon & Black of Oregon

Contract No. 9854
Amount: $2,013.18

Contract No. 9855
Amount: $81,113.06

We will advise the surety and the contractors of the receipt of these claims. We will also forward them to the Secretary of State for filing.

Please advise this office when your claims have been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JAN 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Railco Multi Construction, Inc.
dba Roadway Constructors Corp.
& R. A. Hatch Co., JV
P.O. Box 6179
Bend, OR 97708

Corroon & Black of
Oregon
P.O. Box 8699
Portland, OR 97207

American Insurance Co.
ATTN: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Cascade Construction
Co., Inc.
P.O. Box 4267
Portland, OR 97208

NOTED ON CARD
5/20/86 CB

bc: ✓Secretary of State - Please acknowledge receipt of the attached claims on the enclosed copy of this letter.

[illegible]

LAW OFFICES
WOOD TATUM MOSSER BROOKE & HOLDEN
1001 SOUTHWEST FIFTH AVENUE, SUITE 1300
PORTLAND, OREGON 97204-1129

ERSKINE B. WOOD
LOFTON L. TATUM
JOHN D. MOSSER
JOHN R. BROOKE
JOHN G. HOLDEN
DONALD J. MORGAN
PETER O. VOORHIES
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WILLIAM P. BUREN
JOHN M. COWDEN
KATHERINE H. O'NEIL
CRAIG C. MURPHY
PETER LIVINGSTON

ERSKINE WOOD
(1879-1983)

FRED D. FAGG, III
OF COUNSEL

TELEPHONE (503) 224-5430
CABLE: LINWOOD
RCA 296522
PANAFAX 503-241-7235

November 26, 1985

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen,
Commission Services

Re: Cascade/R.A. Hatch
Our Ref: 343/85:JDM/PL

Gentlemen:

Yesterday a letter was sent notifying you of certain claims. Some of the information concerning the contractors was incorrect. This letter lists the contractors correctly.

Cascade Construction Company, Inc. hereby gives notice of the following claims for materials furnished to R.A. Hatch Co.:

1. CTB and Cement

Contract No.: 9855
Project: Powell Blvd. - Heiney Road
Contractor: Railco Multi Construction, Inc.
dba Roadway Constructor's &
R.A. Hatch Co., Joint Venturers
Surety: American Insurance Company

Amount supplied:
CTB: 11,087.17 tons @ 4.50 = $49,892.27
Cement: 449.22 tons @69.50 = 31,220.79

TOTAL AMOUNT DUE: $81,113.06

2. Asphalt Mix and Liquid Asphalt

Contract No.: 9854
Project: NW Kittridge Avenue - NW 31st Ave.
Contractor: Roadway Constructor's Corp. &
R.A. Hatch Co., Joint Venturers

Asphaltic mix: 98.794 tons @ $ 10.91 = $1,077.84
Liquid asphalt: 5.502 tons @ 170.00 = 935.34

TOTAL AMOUNT DUE: $2,013.18

We would appreciate it if you let us know as soon as possible who the surety is on the second claim.

Very truly yours,

John D Mosser

JOHN D. MOSSER
Secretary, Cascade
Construction Company, Inc.

13.02/PL
lla

cc: American Insurance Co. (Certified Mail)
P.O. Box 3825
Portland, OR 97208

Railco Multi Construction, Inc.
dba Roadway Constructor's Corp. &
R.A. Hatch Co., J.V.
3500 S.W. Bond Avenue
Portland, OR 97201

R.A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Cascade Construction Co.
Attn: Mr. Jon E. Morris

RECEIVED
NOV 27 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
WOOD TATUM MOSSER BROOKE & HOLDEN
1001 SOUTHWEST FIFTH AVENUE, SUITE 1300
PORTLAND, OREGON 97204-1129

ERSKINE B. WOOD
LOFTON L. TATUM
JOHN D. MOSSER
JOHN R. BROOKE
JOHN G. HOLDEN
DONALD J. MORGAN
PETER G. VOORHIES
PAUL N. WONACOTT
ROBERT I. SANDERS
JEFFREY E. BOLY
WILLIAM P. BUREN
JOHN M. COWDEN
KATHERINE H. O'NEIL
CRAIG C. MURPHY
PETER LIVINGSTON
KIM JEFFERIES

ERSKINE WOOD
(1879-1983)

FRED D. FAGG, III
OF COUNSEL

TELEPHONE (503) 224-5430
CABLE: LINWOOD
RCA 296522
PANAFAX 503-241-7235

November 25, 1985

See corrected letter of 11/26/85

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen,
Commission Services

Re: Cascade/R.A. Hatch
Our Ref: 343/85:JDM/PL

Gentlemen:

Cascade Construction Company, Inc. hereby gives notice of the following claims for materials furnished to R.A. Hatch Co.:

1. CTB and Cement

Contract No.: 9855
Project: Powell Blvd. - Heiney Road
Contractor: R.A. Hatch Co.
Surety: American Insurance Company

Amount supplied:
CTB: 11,087.17 tons @ 4.50 = $49,892.27
Cement: 449.22 tons @69.50 = 31,220.79

TOTAL AMOUNT DUE: $81,113.06

2. Asphalt Mix and Liquid Asphalt

Contract No.: 9854
Project: NW Kittridge Avenue - NW 31st Ave.

Asphaltic mix: 98.794 tons @ $ 10.91 = $1,077.84
Liquid asphalt: 5.502 tons @ 170.00 = 935.34

TOTAL AMOUNT DUE: $2,013.18

We would appreciate it if you let us know as soon as possible who the surety is on the second claim.

Very truly yours,

John D. Mosser

JOHN D. MOSSER
Secretary, Cascade
Construction Company, Inc.

13.02/PL
lla

cc: American Insurance Co. (Certified Mail)
P.O. Box 3825
Portland, OR 97208

Railco Multi Construction, Inc.
dba Roadway Constructor's Corp. &
R.A. Hatch Co., J.V.
3500 S.W. Bond Avenue
Portland, OR 97201

R.A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Cascade Construction Co.
Attn: Mr. Jon E. Morris

RECEIVED
NOV 26 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9854

11

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: December 17, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

Bruce M Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

E. S.

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-9296(4)

Contract 9854, Work Completed September 22, 1984

Project NW Kittridge Ave.-NW 31st Ave. (Portland)

Highway NW St. Helene Road

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date October 18, 1985

CH Christianson
Dale E. Wilken
Division Administrator

RECEIVED
STAT HWY ENGR
DEC 30 '85
REFER TO
FOR
Info Inves R/D J/R File

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
E. L. Hardt
B. M. Walton

CPC/FL4

734-2023 (2-85)

CL 1985-0221
9854

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 29 1985
BARBARA ROBERTS
SECRETARY OF STATE

November 20, 1985

Kee Construction, Inc.
1330 Grand Place
Vancouver, WA 98661

CON 5
#9854

IN REPLY REFER TO
FILE NO.:

Attn: James W. Adams, Jr.
President

This will acknowledge your letter of October 25, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Kee Construction, Inc.
AMOUNT:	$1,900
AGAINST (Prime contractor):	Railco Multi Construction, Inc. dba Roadway Constructors, Corporation and R. A. Hatch Co., JV
CONTRACT NO.:	9854
PROJECT:	N.W. Kittridge Avenue-N.W. 31st Avenue (Portland) Section, N.W. St. Helens Road, Multnomah County
SURETY:	The American Insurance Company
AGENT:	Corroon & Black of Oregon

NOTED ON CARD
5/20/86 CB

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
DEC 6 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Railco Multi Construction, Inc.
dba Roadway Constructors Corp.
& R. A. Hatch Co. JV
P.O. Box 6179
Bend, OR 97708

American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon & Black of
Oregon
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

[illegible]

KEE CONSTRUCTION, INC.,
1330 GRAND PLACE
VANCOUVER, WASH., 98661

1-21-206-693-5157

October 25, 1985

Bob Goramsen
Commission Services
Room 121
Transportation Building
Salem, Oregon - 97310

Dear Mr. Goramsen:

Re: Contract #9854
NW Kitteridge St., to 31st Ave.
Portland - St. Helens Road

We are submitting a claim for One Thousand Nine Hundred Dollars ($1,900.00).

This claim is for damage to median barrier that was broken.

Thank You.

Sincerely,

James W. Adams

JAMES W. ADAMS, JR.,
PRESIDENT

cc: James Horton
R.A. Hatch
File

RECEIVED
OCT 28 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: November 7, 1985

TO: Oregon Transportation Commission

CON 5

ES Hunter

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
NW Kittridge Ave.-NW 31st Ave. (Portland) Section
NW St. Helens Road, Multnomah County
Contract No. 9854

This federal aid project has been completed and it is now apparent that the final cost will exceed the project authorization by $314,900 or 18.6 percent.

Terms of the contract were such that sewer construction was required to proceed during wet winter months. The native excavated materials were not suitable for backfilling around the installed sewer pipes and it was therefore necessary to import and utilize granular material to provide proper bedding and cover for the new installation. This work added more than $151,000 to the cost of the project.

Contract plans provided insufficient clearance from railroad tracks to meet State Public Utility Commission regulations in some areas. Adjustment of roadway alignment and utilization of a special curb section was required to overcome this conflict and added approximately $30,000 to the contract cost.

The quantities of asphalt concrete paving materials provided in the contract were insufficient to construct the project to the planned grade and alignment. The grade was adjusted to reduce the overrun, but paving materials still overran the anticipated amount by more than $60,000.

There were minor variations in quantities of various other bid items in the contract. The net effect of these was an additional cost to the project of approximately $24,000. In addition, construction engineering costs exceeded the anticipated amount by some $50,000. This was due to considerable redesign work required to minimize overruns in construction items, and the extra work necessary to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $314,900 to a new total of $2,005,556.75. This matter will be on the consent calendar for the November 18 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 7, 1985

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
NW Kittridge Ave.-NW 31st Ave. (Portland) Section
NW St. Helens Road, Multnomah County
Contract No. 9854

This federal aid project has been completed and it is now apparent that the final cost will exceed the project authorization by $314,900 or 18.6 percent.

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There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $314,900. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt J. C. Street B. M. Walton D. L. Trout

81-125-1387

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
COM

RECEIVED
SEP 27 1985
OFFICE OF ADMINISTRATION

Copy
#10,148

September 27, 1985

Peter J. Brix, Member
Oregon Transportation Commission
c/o Knappton Corporation
Post Office Box 03018
Portland, Oregon 97203

Always sensitive to your direction and feeling a strong desire to please, I have this date requested our design people to incorporate your idea for single, reversible-lane construction on the balance of the northwest Portland projects.

The savings in reduced widths of right-of-way, grading and paving will not only allow us to do a better job of maintenance but also cover some tidy salary increases.

Respectfully,

Larry Rulien
Your State Highway Engineer

cc: Oregon Transportation Commission
Fred D. Miller
Bob Bothman

Form 734-3122

R. N. BOTHMAN

PETER J. BRIX
KNAPPTON CORPORATION
P. O. BOX 03018
PORTLAND, OREGON 97203

September 23, 1985

Mr. Robert J. Wilhelm
Wilhelm Trucking Company
3250 N.W. St. Helens Rd.
Portland, Oregon 97210

Dear Bob:

I am glad you are pleased with the Oregon Highway Division project which changed St. Helens Road from a four lane road to a two lane road with a bike path.

You may have noticed the unusually long time which it took to complete the project. As you know, time is money. Therefore, the St. Helens' Road Users and Traffic Planning Association will be required to share the extra charges which amount to $659,812. Please advise the State Highway Engineer how these billings should be allocated. Remember, "Fast pay makes fast friends."

While you are having a minimum of problems with your older and underpowered fleet of trucks, what do you suggest for the automobiles which must wait on the two lane road for trucks to make right turns? Perhaps your advisory group could work on this.

We at the Oregon Department of Transportation are looking forward to the commencement of the Yeon Street project and your advice. Please advise Chairman Yturri and myself of any redesign work that you may be planning. You might want to consider a single reversible lane for Yeon Street with truck and freight storage along the sides, rather than the conventional four lanes.

On behalf of the Oregon Department of Transportation Commission and all of the Oregon Department of Transportation employees, thanks for the citizen involvement. We could not have ended up with a project like St. Helens Road without you!

Very truly yours,

Peter

Peter J. Brix
Vice Chairman

cc: Yturri
Dwyer
Guistina
Naito
Miller
Rulien
Bothman

Wilhelm Trucking Co.
local and long distance — TRUCKING • WAREHOUSING • DISTRIBUTION
TWX-910-464-4746 • 503 227-0561 • 3250 N.W. ST. HELENS RD. • PORTLAND, OREGON 97210

September 18, 1985

Oregon Department of Transportation
City of Portland
9002 S E McLoughlin Boulevard
Milwaukie, Oregon 97222

Attention: Jerry Street

Gentlemen:

Re: St Helens Road

Imagine the satisfaction I have in using the nearly completed St. Helens Road!!

Thank you to all who were instrumental in designing the final plan of one lane each way and the wide center turn lane. As you may remember, I advocated this design from the start and it will prove to be the best and most safe over the years.

Mr. Gognier, the ODOT construction supervisor was most cooperative and planned the work on our entrance so that we had a minimum of problems with our long haul units entering or leaving St Helens Road.

Again, speaking for all of our employees, we thank you for making our lives more safe. The four lane was a real hazard.

Sincerely,

WILHELM TRUCKING COMPANY

Robert J. Wilhelm

RECEIVED
SEP 26 1985
OFFICE OF ADMINISTRATION

RJW:vr
cc: Mr. Peter Brix
Knappton Corporation

cy: EH

HEAVY & SPECIALIZED CARRIER
OREGON • WASHINGTON • IDAHO • CALIFORNIA
CRANE SERVICE • MACHINERY MOVING • RIGGING

N

ROAD DESIGN-HIGHWAY DES 16

Dick Fleming
Utility Specialist

August 21, 1985

Fred Eriksen for
Rick Kuehn
Final Design Engineer

N.W. Kittridge St.-N.W. 31st Ave.
N.W. St. Helens Road
Multnomah County

We have considered a typical section revision, as you requested for the roadway between N.W. 29th and N.W. 31st. Avenues. We do not believe the typical section widths should change. The 4-foot right shoulder and 6-foot left shoulder provide one-way bike lanes which should not be narrower. We would not want to reduce the clearance between the railroad track and the 4-foot shoulder (bike lane) either, since that would increase the hazard to bicyclists or disabled vehicles when there is rail traffic.

The centerline can not be shifted, assuming the typical section is unchanged, due to R/W width on the south side.

My recommendation is that the section be constructed as it was planned, relocating the railroad and utilities as required.

RK:FE:mg

cc: Al Harwood

MG

bcc: Fred Eriksen

9854

N

ROAD DESIGN-HIGHWAY DES 16

Jerry C. Street
Project Manager

August 9, 1985

Richard A. Kuehn, P.E.
Final Design Engineer

Permanent Signing Shop Drawings
N.W. Kittridge Ave.-N.W. 31st Ave.
N.W. St. Helen Road
Multnomah County
Contract No. 9854

Attached are three sets of type "U" sign shop drawings for use on the subject project. Signs 2, 12 and 23 are approved as noted. Sign number 9 was redesigned per your request.

Please retain one set of the drawings for your use in field inspection, forward one set to Don Wackerbarth's office for shop inspection and forward one set to Gaynetco for fabrication of the signs.

AA:mg

Attachments (3 Sets)

cc: C. O. Fredrickson w/out attach.
Ed Hardt w/out attach. mb

bcc: Andy Anderson

CL 1985-0127
9854

N

✓Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 15, 1985

FILED
JUL 18 1985
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:
CON 5
#9854

Storie Steel & Wood Products Co.'s
PO Box 12490
Portland, OR 97212

Attention: Nicholas Storie
Vice President

This will acknowledge your letter dated June 18, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Storie Steel & Wood Products Co.
AMOUNT:	$4,320.00
FOR:	Broken concrete median barrier
AGAINST (Prime contractor)	Railco Multi Construction, Inc. dba Roadway Constructors Corporation & R. A. Hatch Co. a JV
CONTRACT NO.:	9854
PROJECT:	N.W. Kittridge Ave.-N.W. 31st Ave. (Portland) Section, N.W. St. Helens Road, Multnomah County
SURETY:	The American Insurance Company
AGENT:	Corroon & Black of Oregon

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

NOTED ON CARD
7-24-85 Kym

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JUL 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Railco Multi Construction, Inc.
dba Roadway Constructors Corporation
& R. A. Hatch Co. a JV

The American Insurance Co.

Corroon & Black of Oregon

STORIE STEEL & WOOD PRODUCTS CO.'S
P.O. Box 12490
Portland, Oregon 97212
(503) 287-1775

June 18, 1985

Bob Goramsen
COMMISSION SERVICES
Room 121
Transportation Building
Salem, Oregon 97310

Dear Mr. Goramsen,

Re: Contract #9854
N.W. Kitteridge Street to 31st Avenue
Portland - St. Helens Road

We are submitting a claim for:
four thousand three hundred twenty dollars ($4,320.)

Thia claim is for conrete median barrier that was broken beyond repair.

Thank you.

Sincerely,

Nicholas Storie

Nicholas Storie, Vice-President
STORIE STEEL & WOOD PRODUCTS CO.

cc: KEE CONSTRUCTION
R. A. HATCH CO.
J. NIEDERMEYER, ATTORNEY

RECEIVED
JUN 19 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 14, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Manhole Adjustment
Pacific Northwest Bell Telephone Company
N.W. Kittridge St.-N.W. 31st Ave.
(Portland) Section
N.W. St. Helens Road
Multnomah County
P.E. Project No. IX-0000(20)

E. S.

Confirmation of your verbal authorization for Pacific Northwest Bell Telephone Company to proceed with the relocation of their Telephone mahole facilities in conflict with this project as of June 14, 1985 is requested. An estimate of cost is being prepared by the company. Preliminary estimate of cost is $4,000. This estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
June 14, 1985 is approved

CT Christianson

C. T. Christianson, Area Engineer

JMC:jr
cc: E. S. Hunter
Don Trout
Pete Gonzalez
E. L. Hardt
Jerry Street
R. L. Fleming

RECEIVED
STATE HWY ENGR
JUN 19 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 5-40	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 1		Project Number IX-9296(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 17, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,628,219.00	$ 1,981,735.00
Federal funds	$ 1,383,985.00	$ 1,684,474.00
Other revisions		

This modification is made for the following reasons: to include increase cost of construction and construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of May, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XXXFor: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 2, 1985

FEDERAL AID PROJECT NO. IX-9296(4)

N.W. KITTRIDGE ST.-N.W. 31ST AVE. (PORTLAND) SEC.
N.W. ST. HELENS ROAD
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (STA. 9+75 to STA. 80+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
P.A. #4A Const. Trash Rock Inlet	$ ---	---	$ ---	All Required	$ 9,750.00
P.A. #5A Granular Bedding & Backfill	11.45	---	---	13,100	150,000.00
P.A. #6B Inst. Casing & Pipe Under RR Sta. 57+90	667.32	---	---	332	22,155.00
P.A. #8C Open Cut Sewer Trenches Under RR	---	---	---	All Required	40,809.00
P.A. #8D Inst. Casing & Grout Pipe Sta. 57+87	---	---	---	All Required	5,569.00
P.A. #9A Const. Special Manhole Sta. 27+22 Rt.	---	---	---	All Required	3,500.00
P.A. #10A Const. Special Manhole Sta. 89+63 Rt.	---	---	---	All Required	3,500.00
P.A. #10B Const. Special Manhole Sta. 89+61 Rt.	---	---	---	All Required	3,500.00
EWO #4 Install City Inserts	---	---	---	All Required	2,500.00
EWO #5 Reconstruct Driveways	---	---	---	All Required	2,500.00
EWO #6 Pothole for Existing Utilities	---	---	---	All Required	4,000.00
EWO #7 Relocate Sanitary Sewer on St. Helens Rd.	---	---	---	All Required	4,500.00

EWO #8 Construct Ditch Inlet	---	---	---	All Required	14,233.00	
EWO #9 Remove BNRR Tracks & Replace @ Sta. 58	---	---	---	All Required	87,000.00	
					Increase	$ 353,516.00
	Subtotal of Project Agreement Estimate of July 17, 1984					1,432,506.00
					Engineering	$ 179,063.00
					Total	$1,965,085.00

Length of Roadway	1.33 mi.
Cost of Roadway Per Mile	$1,417,357.14

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 1,965,085.00	$ 1,670,322.00	$ 294,763.00
Reserve	16,650.00	14,152.00	2,498.00
Total	$ 1,981,735.00	$ 1,684,474.00	$ 297,261.00

Group 1 93%; Group 8 7%
Contract No. 9854
Prefix: 26-1924 P.E.
Prefix:326-1076
DDB:bkb

4954

TO BE COMPLETED BY FHWA		STATE
7-194	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 7-[illegible]	COUNTY Oregon PROJECT NO. Multnomah IX-9296(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

NW St. Helens Road, US 30, between NW Kittridge and
NW 31st in Portland.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	6-6-84	1.330

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS :PRO RATA 85%
$ 1,628,219.00	$ 1,383,985.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By

Manager, Program Section
(Title)
By XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator [illegible] 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon July 17, 1984

Federal Aid Project No. IX-9296(4)

N.W. Kittridge St.-N.W. 31st Ave. (Portland) Sec.
N.W. St. Helens Road
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 9+75 to Sta. 80+00)

Mobilization	Lump Sum	All	Lump Sum	$ 100,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	25,000.00
Temporary Signs	Sq. Ft.	639	10.00	6,390.00
Temporary Barricades	Each	60	80.00	4,800.00
Temporary Concrete Barrier, Reflectorized	Lin. Ft.	600	10.00	6,000.00
Move Temporary Concrete Barrier	Lin. Ft.	7,920	2.50	19,800.00
Temporary Reflective Pavement Markers	Each	125	4.00	500.00
Sequential Arrow Sign	Each	1	2,500.00	2,500.00
Flaggers	Hour	2,000	10.00	20,000.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	5,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	5,000.00
General Excavation	Cu. Yd.	4,337	5.00	21,685.00
Trench Excavation	Cu. Yd.	8,802	2.00	17,604.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	7,500.00
Structure Excavation	Cu. Yd.	115	8.00	920.00
Special Wall Backfill	Cu. Yd.	110	11.00	1,210.00
Aggregate Base	Ton	5,050	7.00	35,350.00
Cement Treated Base Mixture	Ton	6,300	8.00	50,400.00
Portland Cement in CTB Mixture	Ton	346	60.00	20,760.00
Class "C" Asphalt Concrete Mixture	Ton	10,846	14.00	151,844.00
Asphalt Cement in Mixture	Ton	650	165.00	107,250.00
Asphalt in Tack Coat	Ton	18	200.00	3,600.00
Concrete in Walls	Cu. Yds.	106	200.00	21,200.00
Reinforcement in Walls	Cu. Yds.	4,600	0.50	2,300.00
Concrete Stairs	Cu. Yds.	11	250.00	2,750.00

Stairway Rail, Aluminum	Lin. Ft.	100	40.00	4,000.00
8-inch Storm Sewer Pipe	Lin. Ft.	32	13.00	416.00
10-inch Storm Sewer Pipe	Lin. Ft.	762	20.00	15,240.00
12-inch Storm Sewer Pipe	Lin. Ft.	3,139	20.00	62,780.00
15-inch Storm Sewer Pipe	Lin. Ft.	640	26.00	16,640.00
18-inch Storm Sewer Pipe	Lin. Ft.	812	28.00	22,736.00
21-inch Storm Sewer Pipe	Lin. Ft.	2,515	30.00	75,450.00
24-inch Storm Sewer Pipe	Lin. Ft.	656	36.00	23,616.00
27-inch Storm Sewer Pipe	Lin. Ft.	1,002	45.00	45,090.00
30-inch Storm Sewer Pipe	Lin. Ft.	825	65.00	53,625.00
36-inch Storm Sewer Pipe	Lin. Ft.	126	100.00	12,600.00
42-inch Storm Sewer Pipe	Lin. Ft.	154	100.00	15,400.00
Extra for Pipe Under Pavement	Lin. Ft.	8,414	10.00	84,140.00
Installing Pipe Under Railroad	Lin. Ft.	109	500.00	54,500.00
Trash Rack	Lump Sum	All	Lump Sum	5,000.00
Concrete Manholes	Each	43	1,300.00	55,900.00
Special Manholes	Each	2	3,500.00	7,000.00
Concrete Inlets, Type G-2MA	Each	7	500.00	3,500.00
Concrete Inlets, Type P	Each	70	450.00	31,500.00
8-inch Drain Pipe	Lin. Ft.	746	5.00	3,730.00
Gravel in Drains	Cu. Yds.	95	23.00	2,185.00
Concrete Walks	Sq. Yd.	2,573	10.00	25,730.00
Concrete Driveways	Sq. Yd.	1,842	14.00	25,788.00
Concrete Curbs	Lin. Ft.	13,650	5.00	68,250.00
Concrete Curbs, Type A Modified	Lin. Ft.	655	12.00	7,860.00
Extra for Asphalt Approaches	Each	69	175.00	12,075.00
Geotextile Fabric in Drains	Sq. Yd.	425	1.00	425.00
Adjusting Manholes	Each	22	150.00	3,300.00
Structure Excavation	Cu. Yd.	277	8.00	2,216.00
Concrete in Walls	Cu. Yd.	100	250.00	25,000.00
Reinforcement in Walls	Lbs.	7,900	0.50	3,950.00
Stairway Rail, Steel (Single 1 1/2" Pipe)	Lin. Ft.	20	50.00	1,000.00
CL-4 Chain Link Fence	Lin. Ft.	143	7.00	1,001.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	1,800.00
Wood Sign Posts	Lump Sum	All	Lump Sum	1,500.00
Type "C", "D" and "R" Signs in Place	Sq. Ft.	160	8.00	1,280.00
Type "EE" Signs in Place	Sq. Ft.	32	10.00	320.00
Type "U" Signs in Place	Sq. Ft.	175	10.00	1,750.00
Move and Reinstall Existing Signs	Lump Sum	All	Lump Sum	350.00
				$ 1,418,006.00

Anticipated Items

Railroad Protective Service	All Required		$ 1,000.00
Permanent Pavement Striping	All Required		7,900.00
Temporary Pavement Striping	All Required		2,400.00
Remove Pavement Striping (Exist & Temp.)	All Required		1,900.00
Temporary Erosion Control	All Required		500.00
On-the-job Trainees (1 @ $800)	All Required		800.00
			$ 14,500.00
		Subtotal	$ 1,432,506.00
		Engineering	179,063.00
		Total	$ 1,611,569.00

Length of Project	1.330 miles
Cost of Roadway Per Mile	$ 1,211,706.01

Retain in Reserve

Bikeway Signs	All Required		$ 800.00
Illumination	All Required		14,000.00
		Subtotal	$ 14,800.00
		Engineering	1,850.00
		Total	$ 16,650.00

Summary of Funds (85%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 1,611,569.00	$ 1,369,833.00	$ 241,736.00
Reserve	16,650.00	14,152.00	2,498.00
Total	$ 1,628,219.00	$ 1,383,985.00	$ 244,234.00

Group 1 93% Group 8 7%
Contract No. 9854
Prefix: 26-1924 P.E.
Prefix: 326-1076

Note: Utility adjustments are being accomplished under Project IX-0000(20)

May 6, 1985

Mr. Charles Lundgren
Engineer, Public Works
Burlington Northern Railroad
999 Third Avenue, Suite 2000
Seattle, WA 98104

N.W. 31st - N.W. 29th
N.W. St. Helens Road
Multnomah County
ODOT Agreement No. RR-1186

RAILROAD COMPANIES
FILE No. 1186

Dear Charles:

Enclosed is Burlington Northern's fully executed counterpart of the letter agreement calling for the relocation of approximately 630 feet of BN trackage.

You are hereby authorized to proceed with the adjustment of your facilities as detailed in the Agreement as of April 29, 1985. Please contact my office at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to April 29, 1985 will be made subject to the provisions of FHPM 1.4.3 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of this work in the bill.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT:jr
Enclosure

bc: D. E. Wilken w/copy
Bob Gormsen w/State Orig.
C. O. Fredrickson
Don Trout w/copy (2)
E. L. Hardt w/copy (2)

NOTE TO HARDT: Please have an Order for State Force Work prepared for this work. This is project IX-0000(20). One copy of Agreement to Project Manager. Please advise as to who Project Manager will be.

[illegible] 5/9/85

RECEIVED
MAY 07 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

March 19, 1985

Mr. Bill Tobin
760 N.E. Cochran
Gresham, OR 97030

CON 5
#9854

Dear Mr. Tobin:

Thank you for your letter of March 4, 1985, notifying us that you have been paid in the amount of $3,572.50 and your claim against R. A. Hatch has been satisfied.

You state this is in reference to the Railco Multi Construction, Inc. dba Roadway Constructors Corporation and R. A. Hatch Company, JV, Contract No. 9854 for work on the N.W. Kittridge Avenue-N.W. 31st Avenue (Portland) Section of N.W. St. Helens Road in Multnomah County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Railco Multi Construction, Inc.
dba Roadway Constructors Corporation &
R. A. Hatch Company JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Company
Att: Fidelity and Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

NOTED ON CARD
3-19-85 gs

bc: John Widmer

FKN:js

March-4-1985

Bill Tobin Trucking
760 NE Cochran
Gresham, Ore 97030
661-5351

9854

Commission Services
121 Transportation Building
Salem, Ore. 97310

Dear Mr. Gormsen:

This letter is to advise your office and staff that my lein against R.A. Hatch and American Ins. Co., (Bonding) Which was filed 2-28-85, has been Satisfied 3-4-85 in the amount of $3,572.50. I wish to thank you So much for your kind Cooperation

Sincerely:

Bill Tobin

RECEIVED
MAR 5 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL1985-0045

FILED
MAR 7 1985
BARBARA ROBERTS
SECRETARY OF STATE

March 6, 1985

CON 5
#9854

Bill Tobin Trucking
760 N.E. Cochran
Gresham, OR 97030

Gentlemen or Ladies:

This will acknowledge your letter of February 27, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Bill Tobin Trucking
AMOUNT:	$3,572.50
FOR:	Truck rental
AGAINST (Prime contractor)	Railco Multi Construction, Inc. dba Roadway Constructors Corp. & R. A. Hatch Co., JV
SUBCONTRACTOR	Copenhagen Utilities and Const. Co.
CONTRACT NO.:	9854
PROJECT:	N.W. Kittridge Ave. - N.W. 31st Avenue (Portland) Section of N.W. St. Helens Road, Multnomah County
SURETY:	The American Insurance Company
AGENT:	Corroon & Black of Oregon

[illegible]
3-20-85 Jo

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid. Our address is 121 Transportation Building, Salem, OR 97310.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Railco Multi Construction, Inc.
dba Roadway Constructors Corp. &
R. A. Hatch Co., JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Company
Attn: Fidelity and Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
MAR 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Bill Tobin Trucking
760 N.E. Cochran
Gresham, Ore. 97030
661-5351
Feb. 27-85

Commission Services Dept.
State of Oregon

# 9854

Attn: Robert W. Hormsen:

Dear Mr. Hormsen,

I am writting to you to ask for your assistance in collecting fees for my truck rental in which you will find attached list of - Job No. Dates of rental and the amounts Due. The pay in question was located on — N.W. St. Helens Rd. at Kittridge Ave. The prime Contractor is R. A. Watch in which Copenhagen Utilities and Const. Co. was their Sub-Contrators that I must turn to for my truck rental. I might note that I must bill through a minority trucking firm known as Salt-

and Pepper Const. The reason I must bill through a minority Co. is to make Copenhagen legal on the minority percentage on this perticular job. I actually am not working for anyone other than Cophenhagen as they have sig. all of my daily time tickets which they should have on file at their office. I have contacted Copenhagen from time to time - so far just stalls and unkept promises.

In Closing I wish to thank you for your concern and Cooperation on this matter and ask that you take ~~this~~ the proper steps to resolve my financial problem.

Sincerly,

Bill Tobin

Total Amt of Claim $3572.50

RECEIVED
FEB 28 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

3572.50

DAILY TIME SHEET

BILL TOBIN TRUCKING
18610 S.E. Clinton
Gresham, Oregon 97030

Shop – 661-5350 • Home – 665-8642 • Office – 665-3948

Driver Tobin Date 11-27-84

Truck No. 3 Trailer No. ________ Capacity ________ ton/yard

Rate $ 35.00 per hour / ton / yard / other ________

Contractor or Employer Salt N Pepper

Address ________

City ________

Job Location ________

Time Started 8:00 Lunch 0 Time Finished 10:00

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
		TOTALS		2 Hrs

Driver's Signature Bill Tobin

This account due and payable on the 10th day of the month following the date hereof.

The parties expressly agree by their signatures hereto that interest shall accrue at the rate of 10% per annum on all past due accounts.

If this account is placed in the hands of an attorney for collection the Contractor/Employer agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even though no suit or action is filed on this account; however, if suit or action is filed, the amount of such reasonable attorney fees shall be fixed by the court.

A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87'

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature [illegible] P. Earls

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy

---

760 NE Cochran
Gresham, Ore.
97030

Date 2-28-85

To Salt N Pepper Const
9015 N Hamlin
Portland, Ore. 97217 289-3512

Terms ________

Please detach and return upper portion with your remittance. $ ________

		Truck Rental Due				
From	11-27-84	to 1-10-85		3,572.50		

WilsonJones
GRAYLINE FORM 44-510 2-PART
© 1983 • PRINTED IN U.S.A.

683

Your Check is Your Receipt

DAILY TIME SHEET

BILL TOBIN TRUCKING
760 ~~18610 S.E. Clinton~~ N.E. Cochran
Gresham, Oregon 97030

Shop – 661-5350 • Home – ~~665-8642~~ 661-5351 • Office – 665-3948

Driver Tobin Date 12-3-84

Truck No. 3 Trailer No. Capacity ton/yard

Rate $ 34.00 per hour / ton / yard / other

Contractor or Employer Salt N Pepper

Address

City Copenhagen

Job Location NW St. Helens Rd

Time Started 9:00 Lunch -0- Time Finished 4:30

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
Waste	Job Site	St. John's	7	
Rock	Angell Bros.	Job Site	7	
~~IIII~~ II				
		TOTALS	14	7½

Driver's Signature Bill Tobin

This account due and payable on the 10th day of the month following the date hereof.

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If this account is placed in the hands of an attorney for collection the Contractor/Employer agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even though no suit or action is filed on this account; however, if suit or action is filed, the amount of such reasonable attorney fees shall be fixed by the court.

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Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy

DAILY TIME SHEET

BILL TOBIN TRUCKING
760 ~~18610 S.E. Clinton~~ N.E. Cochran
Gresham, Oregon 97030

Shop – 661-5350 • Home – 665-8642 • Office – 665-3948

Driver Tobin Date 11-30-84

Truck No. 3 Trailer No. Capacity ton/yard

Rate $ 35.00 per hour / ~~ton / yard / other~~

Contractor or Employer Salt N Pepper

Address

City (30" pipe Copenhagen)

Job Location N.W. St. Helens Rd

Time Started 8:00 Lunch 0 Time Finished 5:00

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
Waste	Job Site	St Johns	7	
Rock	Angell Bros.	Job Site	5	
		TOTALS	12	9 Hrs

Driver's Signature Bill Tobin

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The parties expressly agree by their signatures hereto that interest shall accrue at the rate of 10% per annum on all past due accounts.

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A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87'

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy

DAILY TIME SHEET

BILL TOBIN TRUCKING
760 ~~18610 S.E. Clinton~~ N.E. Cochran
Gresham, Oregon 97030

Shop – 661-5350 • Home – 66[redacted] 661-0351 • Office – 665-3948

Driver Tobin Date 12-5-84

Truck No. 3 Trailer No. ___ Capacity ___ ton/yard

Rate $ 34.00 per hour / ~~ton / yard / other~~

Contractor or Employer Salt N Pepper

Address

City Copenhagen

Job Location N.W. St Helens Rd.

Time Started 7:30 Lunch 1 Hr. Time Finished 4:00

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
Waste	Ditch	St Johns	6	
Rock	Angell Bros	Job Site	4	
IN 1				
		TOTALS	10	7½

Driver's Signature Bill Tobin

This account due and payable on the 10th day of the month following the date hereof.

The parties expressly agree by their signatures hereto that interest shall accrue at the rate of 10% per annum on all past due accounts.

If this account is placed in the hands of an attorney for collection the Contractor/Employer agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even though no suit or action is filed on this account; however, if suit or action is filed, the amount of such reasonable attorney fees shall be fixed by the court.

A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87'

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy

DAILY TIME SHEET

BILL TOBIN TRUCKING
760 [redacted] N.E. Cochran
Gresham, Oregon 97030

Shop – 661-5350 • Home – [redacted] 661-5351 • Office – 665-3948

Driver Tobin Date 12-4-84

Truck No. 3 Trailer No. ___ Capacity ___ ton/yard

Rate $ 34.00 per hour ~~/ ton / yard / other~~

Contractor or Employer Salt N Pepper

Address

City (Copenhagen)

Job Location N.W. St. Helens Rd.

Time Started 7:30 Lunch ½ Time Finished 4:00

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
Waste	Job Site	St. Johns	8	
Rock	Angell Bros.	Job Site	5	
		TOTALS	13	8 Hrs

Driver's Signature Bill Tobin

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A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87'

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature Lance R Earle

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy

DAILY TIME SHEET

BILL TOBIN TRUCKING
18610 S.E. Clinton
Gresham, Oregon 97030

Shop – 661-5350 • Home – 665-8642 • Office – 665-3948

Driver Tobin Date 12-10-84

Truck No. 3 Trailer No. ______ Capacity ______ ton/yard

Rate $ 34.00 per hour / ~~ton / yard / other~~

Contractor or Employer Salt N Pepper

Address

City Copenhagen 21" Pipe

Job Location N.W. St. Helens Rd.

Time Started 8:30 Lunch 1/2 Time Finished 4:00

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
Waste	Ditch	St. Johns	6	
Rock	Angell Bros.	Ditch	6	
		TOTALS	12	7 Hrs

Driver's Signature Bill Tobin

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A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87'

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy

DAILY TIME SHEET

BILL TOBIN TRUCKING
760 ~~18610 S.E. Clinton~~ N.E. Cochran
Gresham, Oregon 97030

Shop – 661-5350 • Home – ~~665-8642~~ 661-5351 • Office – 665-3948

Driver Tobin Date 12-6-84

Truck No. 3 Trailer No. ______ Capacity ______ ton/yard

Rate $ 34.00 per hour / ~~ton / yard / other~~

Contractor or Employer Salt N Pepper

Address

City (Copenhagen)

Job Location N.W. St. Helens Rd.

Time Started 7:30 Lunch 0 Time Finished 4:00

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
Waste	Ditch	St. Johns	7	
Rock	Angell Bros.	Job Site	5	
		TOTALS	12	8 1/2

Driver's Signature Bill Tobin

This account due and payable on the 10th day of the month following the date hereof.

The parties expressly agree by their signatures hereto that interest shall accrue at the rate of 10% per annum on all past due accounts.

If this account is placed in the hands of an attorney for collection the Contractor/Employer agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even though no suit or action is filed on this account; however, if suit or action is filed, the amount of such reasonable attorney fees shall be fixed by the court.

A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87'

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy

DAILY TIME SHEET

BILL TOBIN TRUCKING
18610 S.E. Clinton
Gresham, Oregon 97030

Shop – 661-5350 • Home – 665-8642 • Office – 665-3948

Driver Tobin Date 12-12-84

Truck No. 3 Trailer No. ____ Capacity ____ ton/yard

Rate $ 34.00 per hour / ~~ton / yard / other~~

Contractor or Employer Salt N Pepper

Address

City Copenhagen

Job Location 3865 N.W. St. Helens

Time Started 8:00 Lunch -0- Time Finished 4:00

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
Waste	Job Site	St Johns	7	
Rock	Angell Bros	Job Site	3	
Rip Rap	Angell Bros	Job Site	1	
		TOTALS	11	8 Hrs

Driver's Signature Bill Tobin

This account due and payable on the 10th day of the month following the date hereof.

The parties expressly agree by their signatures hereto that interest shall accrue at the rate of 10% per annum on all past due accounts.

If this account is placed in the hands of an attorney for collection the Contractor/Employer agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even though no suit or action is filed on this account; however, if suit or action is filed, the amount of such reasonable attorney fees shall be fixed by the court.

A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87'

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

3116 Signature

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy

DAILY TIME SHEET

BILL TOBIN TRUCKING
18610 S.E. Clinton
Gresham, Oregon 97030

Shop – 661-5350 • Home – 665-8642 • Office – 665-3948

Driver Tobin Date 12-11-84

Truck No. 3 Trailer No. ____ Capacity ____ ton/yard

Rate $ 34.00 per hour / ~~ton / yard / other~~

Contractor or Employer Salt N Pepper

Address

City Copenhagen 18" Pipe

Job Location N.W. St Helens Rd.

Time Started 8:00 Lunch 0 Time Finished 1:30

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
Waste	Ditch	St Johns	4	
Rock	Angell Bros.	Job Site	3	
		TOTALS	7	5½

Driver's Signature Bill Tobin

This account due and payable on the 10th day of the month following the date hereof.

The parties expressly agree by their signatures hereto that interest shall accrue at the rate of 10% per annum on all past due accounts.

If this account is placed in the hands of an attorney for collection the Contractor/Employer agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even though no suit or action is filed on this account; however, if suit or action is filed, the amount of such reasonable attorney fees shall be fixed by the court.

A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87'

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy

DAILY TIME SHEET

BILL TOBIN TRUCKING
18610 S.E. Clinton
Gresham, Oregon 97030

Shop – 661-5350 • Home – 665-8642 • Office – 665-3948

Driver Tobin Date 12-19-84

Truck No. 3 Trailer No. ______ Capacity ______ ton/yard

Rate $ 34.60 per hour ~~/ ton / yard /~~ other

Contractor or Employer Salt N Pepper

Address

City Copenhagen

Job Location N.W. St. Helens Rd.

Time Started 7:30 Lunch 0 Time Finished 3:15

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
Rock	Angell Bros	Ditch	6	
Waste	Ditch	St. Johns	4	
		TOTALS	10	7½

Driver's Signature Bill Tobin

This account due and payable on the 10th day of the month following the date hereof.

The parties expressly agree by their signatures hereto that interest shall accrue at the rate of 10% per annum on all past due accounts.

If this account is placed in the hands of an attorney for collection the Contractor/Employer agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even though no suit or action is filed on this account; however, if suit or action is filed, the amount of such reasonable attorney fees shall be fixed by the court.

A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87'

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature Dick Dodge

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy

DAILY TIME SHEET

BILL TOBIN TRUCKING
18610 S.E. Clinton
Gresham, Oregon 97030

Shop – 661-5350 • Home – 665-8642 • Office – 665-3948

Driver Tobin Date 12-13-84

Truck No. 3 Trailer No. ______ Capacity ______ ton/yard

Rate $ 34.60 per hour ~~/ton/yard/other~~

Contractor or Employer Salt N Pepper

Address

City Copenhagen

Job Location NW St Helens Rd.

Time Started 8:30 Lunch -0- Time Finished 3:30

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
Rip Rap	Angell Bros	Job Site	6	
Waste	Job Site	St Johns	6	
Rock	Angell Bros	Job Site	1	
		TOTALS	13	7 Hr

Driver's Signature Bill Tobin

This account due and payable on the 10th day of the month following the date hereof.

The parties expressly agree by their signatures hereto that interest shall accrue at the rate of 10% per annum on all past due accounts.

If this account is placed in the hands of an attorney for collection the Contractor/Employer agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even though no suit or action is filed on this account; however, if suit or action is filed, the amount of such reasonable attorney fees shall be fixed by the court.

A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87'

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy

DAILY TIME SHEET

BILL TOBIN TRUCKING
18610 S.E. Clinton
Gresham, Oregon 97030

Shop – 661-5350 • Home – 665-8642 • Office – 665-3948

Driver Tobin Date 1-2-85

Truck No. 3 Trailer No. ______ Capacity ______ ton/yard

Rate $ 34.00 per hour / ~~ton / yard / other~~

Contractor or Employer Salt N Pepper

Address (Copenhagen)

City

Job Location N.W. St Helens Rd

Time Started 8:00 Lunch -0- Time Finished 3:30

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
Waste	Ditch	St. Johns	7	
Rock	Angell Bros	Job Site	6	
		TOTALS	13	7½

Driver's Signature Bill Tobin

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A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87'

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature Lance R.

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy

DAILY TIME SHEET

BILL TOBIN TRUCKING
18610 S.E. Clinton
Gresham, Oregon 97030

Shop – 661-5350 • Home – 665-8642 • Office – 665-3948

Driver Tobin Date 12-20-84

Truck No. 3 Trailer No. ______ Capacity ______ ton/yard

Rate $ 34.00 per hour / ~~ton / yard / other~~

Contractor or Employer Salt N Pepper

Address

City Copenhagen

Job Location N.W. St. Helens Rd.

Time Started 7:45 Lunch 0 Time Finished 10:30

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
Waste	Ditch	St. Johns	2	
Rock	Angell Bros.	Job Site	1	
		TOTALS	3	2¾

Driver's Signature Bill Tobin

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A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87'

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature Dick Dodge

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy

DAILY TIME SHEET

BILL TOBIN TRUCKING
18610 S.E. Clinton
Gresham, Oregon 97030

Shop – 661-5350 • Home – 665-8642 • Office – 665-3948

Driver Tobin Date 1-9-85

Truck No. 3 Trailer No. ____ Capacity ____ ton/yard

Rate $ 34.00 per hour / ~~ton / yard / other~~

Contractor or Employer Salt N Pepper

Address

City Copenhagen

Job Location NW St. Helens Rd.

Time Started 8:30 Lunch -0- Time Finished 4:00

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
Waste	Ditch	St Johns	7	
Rock	Angell Bros	Job Site	6	
		TOTALS	13	7½

Driver's Signature Bill Tobin

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Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy

DAILY TIME SHEET

BILL TOBIN TRUCKING
18610 S.E. Clinton
Gresham, Oregon 97030

Shop – 661-5350 • Home – 665-8642 • Office – 665-3948

Driver Tobin Date 1-3-85

Truck No. 3 Trailer No. ____ Capacity ____ ton/yard

Rate $ 34.00 per hour ~~/ ton / yard / other~~

Contractor or Employer Salt N Pepper

Address

City

Job Location N.W. St Helens Rd.

Time Started 8:00 Lunch -0- Time Finished 3:00

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
Waste	Ditch	St. Johns	7	
Rock	Angell	Ditch	6	
		TOTALS	13	7Hrs

Driver's Signature Bill Tobin

This account due and payable on the 10th day of the month following the date hereof.

The parties expressly agree by their signatures hereto that interest shall accrue at the rate of 10% per annum on all past due accounts.

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Signature

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy

DAILY TIME SHEET

BILL TOBIN TRUCKING
18610 S.E. Clinton
Gresham, Oregon 97030

Shop – 661-5350 • Home – 665-8642 • Office – 665-3948

Driver Tobin Date 1-10-85

Truck No. 3 Trailer No. ______ Capacity ______ ton/yard

Rate $ 34 per hour / ~~ton / yard / other~~

Contractor or Employer Salt N Pepper

Address

City Copenhagen

Job Location N.W. St Helens Rd.

Time Started 8:30 Lunch -0- Time Finished 11:15

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
Waste	Ditch	Widing	1	
Rock	Angell Bros.	Job Site	2	
		TOTALS	3	2½

Driver's Signature Bill Tobin

This account due and payable on the 10th day of the month following the date hereof.

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A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87'

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature ______

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy

9854

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9296(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
2-21-85

4. PROGRAM NO.

5. ITEM NO. 00049

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/9/84

8. FEDERAL ROUTE NUMBER FAU 9296

9. STATE ROUTE NUMBER Primary 2W

10. GENERAL LOCATION:
NW Kittridge Street - NW 31st Avenue (Portland)

11. GENERAL DESCRIPTION OF WORK
Install mast arms and transfer streetlight heads and remove one streetlight

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON XXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

RECEIVED
STATE HWY ENG.
FEB 25 '85
REFER TO
Orig to Potter 2/25
FOR
Info | Inves | R/D | D/R | Sign | Cl | File

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 7/9/84 as requested in Mr. Fredrickson's letter of 2/14/85 as being cost effective for the use of PGE forces to proceed with the above work. State Force Order No. 4 representing work to be done by PGE is approved for a TEC of $2,387.66; Federal Funds $2,030.

14. DATE 2/21/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9296(4)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
1-14-85

4. PROGRAM NO.
5. ITEM NO. 00049

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/3/84
8. FEDERAL ROUTE NUMBER FAU 9296
9. STATE ROUTE NUMBER Primary 2W

10. GENERAL LOCATION:
NW Kitteridge Street - SW 31st Avenue (Portland)

11. GENERAL DESCRIPTION OF WORK
Withdraw utility authorization

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

PR 1240 with authorization date of 12/3/84 for utility adjustment on the subject project in amount of $10,066; Federal Funds $8,556 (City of Portland Bureau of Water Works) is withdrawn. Project IX-0000(20) will be charged.

RECEIVED
STATE HWY ENGR
JAN 14 '85
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
1/15

14. DATE 1/14/85
15. SIGNATURE OF APPROVING OFFICIAL G. K Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7251

A

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR. ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9296(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00049

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/3/84

8. FEDERAL ROUTE NUMBER FAU 9296

9. STATE ROUTE NUMBER Primary 2W

10. GENERAL LOCATION:
NW Kittridge Street - SW 31st Avenue (Portland)

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 12/17/84 this will confirm the advance approval date of 12/3/84 to proceed with the actual adjustments to the City of Portland, Bureau of Water Works 12 inch water main on an actual cost basis estimated to be $10,066; Federal Funds $8,556, contingent upon modification of Project Agreement if additional funds are required.

The Agreement with the City of Portland, Bureau of Water Works is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
JAN 8 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to 1/8

14. DATE 1/7/85

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9854

ORDER FOR FORCE WORK

ORDER No. 6 Rev.

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY City Forces CONTRACT No. 9854
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME NW Kittridge Ave-NW 31st Ave DATE January 3, 1985

HIGHWAY NW St Helens Road FAP No. IX-9296(4)

COUNTY Multnomah PREFIX 326-1076 FUNCTION 282-06

DESCRIPTION OF WORK TO BE DONE:

Monitor construction activities affecting future City-owned sewer and road facilities.

LOCATION BY STATION NUMBERS:

Throughout the Project.

ESTIMATE OF QUANTITIES & COSTS:

As Required:

Estimated..$4,250.00

EXPLANATION:

Identifies the cost of engineering performed by City Forces for reimbursement. This Order is post-dated to June 6, 1984. This cost was not included in the Project Authorization.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . $ 1,690,656.75
Present estimate of costs including work under this Force Order . . . . $ 1,762,914.71
Estimated Overrun Underrun Amount . . . . . $ 71,257.96
Estimated Overrun Underrun Percent 4.21

SUBMITTED BY: Jerry C Street
TITLE: Project Manager

APPROVAL RECOMMENDED:
TITLE:

APPROVAL RECOMMENDED:
TITLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: 3-8-85
Construction or Traffic Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

T 647

December 17, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: 12-inch Water Main Adjustment
Bureau of Water Works
City of Portland
N.W. Kittridge Ave. N.W. 31st Ave.
Section
Lower Columbia River Highway
(St. Helens Rd.)
Multnomah County
Project No. IX-9296(4)

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
DEC 19 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Here is a copy of an estimate of cost to adjust the Bureau of Water Works' 12inch water main facilities dated December 11, 1984, and a sketch showing their proposed relocation.

A certification prepared by Richard L. Fleming as to the Bureau's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the Bureau was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of FPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of December 3, 1984 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $10,066.

JMC:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
R. L. Fleming

RECEIVE
STAT HWY E
DEC 12 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

December 10, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Power Pole Re-Adjustment
Portland General Electric Company
N.W. Kittridge Ave. - N.W. 31st Ave. Section
Lower Columbia River Highway
(St. Helens Road)
Multnomah County
Project No. IX-0000(20)

NOTED
E. S. HUNTE

Here is a copy of a lump sum estimate of cost to re-adjust Portland General Electric company's (PGE) power pole dated November 14, 1984 and a sketch showing their proposed re-adjustment.

The addition, during construction, of a special inlet for storm drainage, created a conflict with PGE's pole previously relocated to accommodate planned construction. A sketch of the new inlet is attached.

The conflict was not originally anticipated, therefore, PGE was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of FPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of PGE's facilities.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of October 15, 1984 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $940.

JMC:jr
Enc.

cc: ✓E. S. Hunter
J. M. Cartwright
R. L. Fleming

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

December 4, 1984

NOTED
E. S. HUNTER

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: Federal Participation Eligibility Date
Water Line Adjustment
N.W. Kittridge Street - N.W. 31st Avenue
N.W. St. Helens Road
Multnomah County
Project No. IX-9296(4)

Confirmation of your verbal authorization for the City of Portland to proceed with the adjustment of their water line in conflict with this project as of December 3 is requested. The approximate cost is $5,000. The estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
December 3, 1984 is approved

____
C. T. Christianson, Area Engineer

JMC:jr
cc: E. S. Hunter✓
W. F. Cobine
Pete Gonzalez
E. L. Hardt
Jerry Street
R. L. Fleming

RECEIVED
STATE HWY ENGR
DEC 5 '84
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

October 17, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTENTION: C. T. Christianson, Area Engineer

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

RDTrygstad

SUBJECT: Federal Participation Eligibility Date
PGE Pole Relocation
NW Kittridge St.-NW 31st Ave. Section
Columbia River Highway
Multnomah County
Project No. IX-9296(4)

Dear Mr. Christianson:

Confirmation of your verbal authorization for Portland General Electric Company (PGE) to proceed with the relocation of a utility pole in conflict with this project is requested as of October 15, 1984. A rough estimate of cost is $1500. This is a second move to accommodate a drainage system that was not earlier anticipated. The estimate, upon receipt, will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of

10-15-84 is approved Pending review for eligibility.

CTChristianson
C. T. Christianson, Area Engineer

RDT/vlw

cc: ~~E. S. Hunter~~
W. F. Cobine
E. L. Hardt
Jerry Street
R. L. Fleming
Pete Gonzalez

RECEIVED
STAT HWY ENGR
OCT 22'84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECE
OCT 1[illegible] 1984
RR & UTILITY UNIT

Form 734-3122

August 15, 1984

CON 5

#9854

Railco Multi Construction, Inc. dba
Roadway Constructors Corporation &
R. A. Hatch Co., A. J.V.
PO Box 6179
Bend, OR 97708

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 9854 for work on the NW Kittridge-Avenue-NW 31st Avenue (Portland) Section of NW St. Helens Road in Multnomah County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

Enclosure

cc: The American Insurance Company
Attention: Fidelity & Surety Dept.
PO Box 3825
Portland, OR 97208

Corroon & Black of Oregon
PO Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Jerry Street

RAILCO MULTI CONSTRUCTION, INC./R. A. HATCH COMPANY
A JOINT VENTURE
P. O. BOX ~~[illegible]~~ 6177
~~GRESHAM~~, OREGON ~~97030~~
Bend 97708

July 2, 1984

Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

Subject: N.W. Kittridge NW 31st
N.W. St Helens Rd
Multnomah County

Dear Sir or Madam:

In accordance with the Supplemental Required Contract Provisions SPO. 2B Section 5, please find documentation identifying the DBE/WBE's we intend to contract with on the above referenced project.

Item #	Description	Approx Q	Unit Price	Approx total
Gaynetco, Inc. (WBE) 6505 N.E. Columbia Blvd. Portland, Oregon 97218				
2	TPDT (Partial)	All	L.S.	$ 300.00
3	Temp Signs	639 sf	6.00	3,834.00
4	Temp Barricades	60	60.00	3,600.00
59	Removal Exist Signs	All	L.S.	1,800.00
60	Wood Sign Posts	All	L.S.	1,500.00
61	Ty C,D,R, Signs	160 sf	7.60	1,216.00
62	Ty EE Signs	32 sf	9.60	307.20
64	Move & Reinstall Signs	All	L.S.	360.00
				$14,702.20
Kee Const., Inc. (DBE) 1330 Grand Place Vancouver, Washington 98661				
1	Mobilization	partial	L.S.	6,000.00
5	Temp Barrier	600 lf	14.00	8,400.00
6	Move Temp Barrier	7920 lf	2.00	15,840.00
23	Concrete in Walls	106 cy	180.00	19,080.00

RECEIVED
JUL 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Item #	Description	Approx Q	Unit Price	Total
24	Reinf in Walls	4600 Lb	0.50	2,300.00
25	Concrete Stairs	11 cy	200.00	2,200.00
26	Stairway Rail	100 lf	10.00	1,000.00
47	Concrete Walks	2573 sy	9.00	23,157.00
48	Concrete Drives	1842 sy	12.00	22,104.00
55	Concrete in Walls	100 cy	180.00	18,000.00
56	Reinf in Wall	7900 Lb	0.50	3,950.00
				$122,031.00

NTI Contractor's Supply & Service Co (DBE)
P.O. Box 8368
Portland, Oregon 97207

9	Flaggers	2,000 Hr	10.00	$20,000.00

Respectfully Submitted

Michael D. Durbin
Vice President for Operations

cc: Bend File
Job File

RECEIVED
JUL 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

RECEIVED
STATE HWY ENGR
AUG 6 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

August 3, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Water Facilities Relocation
Bureau of Water Works
City of Portland
NW Kittridge St-NW 31st Ave. Section
St. Helens Road
Multnomah County
Project No. IX-0000(20) P.E.

Here is a copy of an estimate of cost to adjust City of Portland Bureau of Water Works' facilities dated July 24, 1984.

A certification prepared by Richard L. Fleming as to the Bureau's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Bureau dated October 31, 1983, was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will not be issued, as the City's facilities occupy City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b(1)(b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of August 1, 1984, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $59,977.

JMC/nv
Enc.
cc: E. S. Hunter
J. M. Cartwright
R. L. Fleming

August 2, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
Attn: C. T. Christianson, Area Engineer

FROM: Jack M Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Relocation
Bureau of Water Works
City of Portland
NW Kittridge St-NW 31st Ave. Section
St. Helens Road
Multnomah County
Project No. IX-9296(4)

Dear Mr. Christianson:

Confirmation of your verbal authorization for the City of Portland's Bureau of Water Works to proceed with the relocation of their water facilities in conflict with this project as of August 1, 1984, is requested. An estimate of cost has been received from the Bureau in the amount of $59,977. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of

August 1, 1984 is approved

C. T. Christianson

C. T. Christianson, Area Engineer

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
AUG 7 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

JMC/nv
cc: E. S. Hunter
W. F. Cobine
E. L. Hardt
Jerry Street
R. L. Fleming
Pete Gonzalez

9234

RECEIVED
STATE HWY ENGR
JUL 27 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

July 24, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTENTION: C. T. Christianson, Area Engineer

NOTE
E. S. HUNTER

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

COPY SENT
JUL 1984

SUBJECT: Federal Participation Eligibility Date
Street Lighting Adjustment
Portland General Electric Co.
for City of Portland
NW Kittridge St.-NW 31st Ave. Section
Columbia River Highway
Multnomah County
Project No. IX-9296(4)

Dear Mr. Christianson:

Confirmation of your verbal authorization for Portland General Electric Company (PGE) to proceed with the relocation of the City of Portland's street lighting facilities in conflict with this project as of July 9, 1984, is requested. An estimate of cost is being prepared by PGE. Rough estimate of cost is $2,400. The estimate, upon receipt, will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
7-9-84 is approved

C T Christianson
C. T. Christianson, Area Engineer

This is a construction item and should be processed accordingly. This document may be used as advance approval for SFO. This was discussed w/ Cartwright & will be handled accordingly.

JMC/nv
~~cc:~~ E. S. Hunter
W. F. Cobine
E. L. Hardt
Jerry Street
R. L. Fleming
Pete Gonzalez

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/~~OR~~ AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9296(4)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Multnomah
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 00049

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 11 '84
REFER TO Potter
FOR

Info	Inv	R/D	D/R	Sign	Act	File

Orig. ulh

7. DATE AUTHORIZATION EFFECTIVE 6/6/84
8. FEDERAL ROUTE NUMBER FAU 9296
9. STATE ROUTE NUMBER Primary 2W

10. GENERAL LOCATION:
NW Kittridge Street - NW 31st Avenue (Portland)

11. GENERAL DESCRIPTION OF WORK
Grade, drain and pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 5/22/84.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 6/4/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,598,459, Federal Funds $1,358,689.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 6/6/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

April 19, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Fire Alarm Facilities Relocation
Fire Alarm Division
Bureau of Fire
City of Portland
NW Kittridge-NW 31st Ave. Section
NW St. Helens Road
Multnomah County
Project No. IX-0000(20)

RECEIVED
TECHNICAL SERVICES
APR 23 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Here is a copy of a lump sum estimate of cost to adjust Fire Alarm Division's facilities dated November 18, 1983, and a sketch showing their proposed relocation.

A certification prepared by Richard L. Fleming as to the City's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Division dated October 31, 1983, was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will not be issued, as the City's facilities occupy City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length and crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Division's facilities.

Your approval of the lump sum agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $374.00.

JMC/GAP/nv
Enc.
cc: E. S. Hunter
J. M. Cartwright
R. L. Fleming

rll

1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9296(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

1-23-84

4. PROGRAM NO.

5. ITEM NO. 00049

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/23/84

8. FEDERAL ROUTE NUMBER FAU 9296

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

NW Kittridge Street - NW 29th Avenue Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required you are now authorized to proceed, as requested by Mr. Potter's letter of 1/18/84, with the actual acquisition of File Number 53764, 53765 and 53766 as shown on R/W map 9B-22-18 at a TEC of $13,000 Federal Funds $11,050.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

NOTED
W. E. SCHWARTZ Orig H9

RECEIVED
STATE HWY ENGR
JAN 30 '84
REFER TO Potter
FOR
Info Inves R/D L/R Sgn Act File

14. DATE 1/23/84

15. SIGNATURE OF APPROVING OFFICIAL John

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: January 18, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project No. IX-9296(3)
N.W. Kittridge St.-N.W. 29th Ave. Sec.
N.W. St. Helens Road
Multnomah County
(Files 53764, 53765 & 53766)

I request authorization to proceed with the actual acquisition of the above listed files on the subject project. The areas to be acquired are as outlined in red on the enclosed sketch map and do not involve relocation assistance.

The enclosed copy of Mr. Don Aman's memo of January 13, 1984 indicates the estimated total cost of the properties is $13,000.

Authorization to proceed as requested will not require an additional obligation in Federal funds on the project at this time.

CL:bkb
Enc.

cc: J. Boyd
D. Aman
General Files

Form 734-3122

1

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: Robert Gormsen
Commission Services

DATE: January 9, 1983

FROM: Roger D. Trygstad, PE RD Trygstad
Railroad & Utility Engineer

SUBJECT: Pipeline Permit
NW Kittridge St.-NW 31st Ave. Section
NW St. Helens Road
Multnomah County
ODOT Agreement No. RR-1144

RAILROAD COMPANIES
FILE No. 1144

Attached is the State's copy of a fully-executed pipeline permit which allows the Highway Division to install a 21-inch storm drain under the Burlington Northern tracks on the subject project.

RDT/llr
Attachment
cc: Ed Hardt - w/copy
Hal Versteeg - w/copy
J. B. Boyd - w/copy

Approved by
Boyd
12-20-83

3/14/84
noted in
agmt
[illegible]

81-125-1367

ROAD DESIGN SECTION 378-6558

ROW 3-1

J. B. Boyd, Manager
Right of Way Section

December 16, 1983

J. H. Versteeg
Road Design Engineer

Files 53764, 53765 & 53766
N.W. Kittridge St.-N.W. 29th Ave. Section
N.W. St. Helens Road
Multnomah County

Attached are descriptions (3 files), an authorization and right of way prints covering additional right of way required for the subject project.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

Portland

STATE OF OREGON

INTEROFFICE MEMO
TRA 24-1

TO: Norman Mann
Design Supervisor

DATE: November 9, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Preliminary Sign Plans
NW Kittridge St. - NW 31st Avenue (Portland) Sec.
NW St. Helens Road
Multnomah County

Attached are two prints of the approved sign study plans for the above noted project.

This work should be included with the grade, pave and illumination project scheduled for the May 10, 1984 contract letting date.

L E George

L. E. George
Traffic Engineer

ELS/dc

Attachment

cc: E. L. Hardt, w/attachment
M. Payne, w/attachment
Ron Failmezger, w/attachment

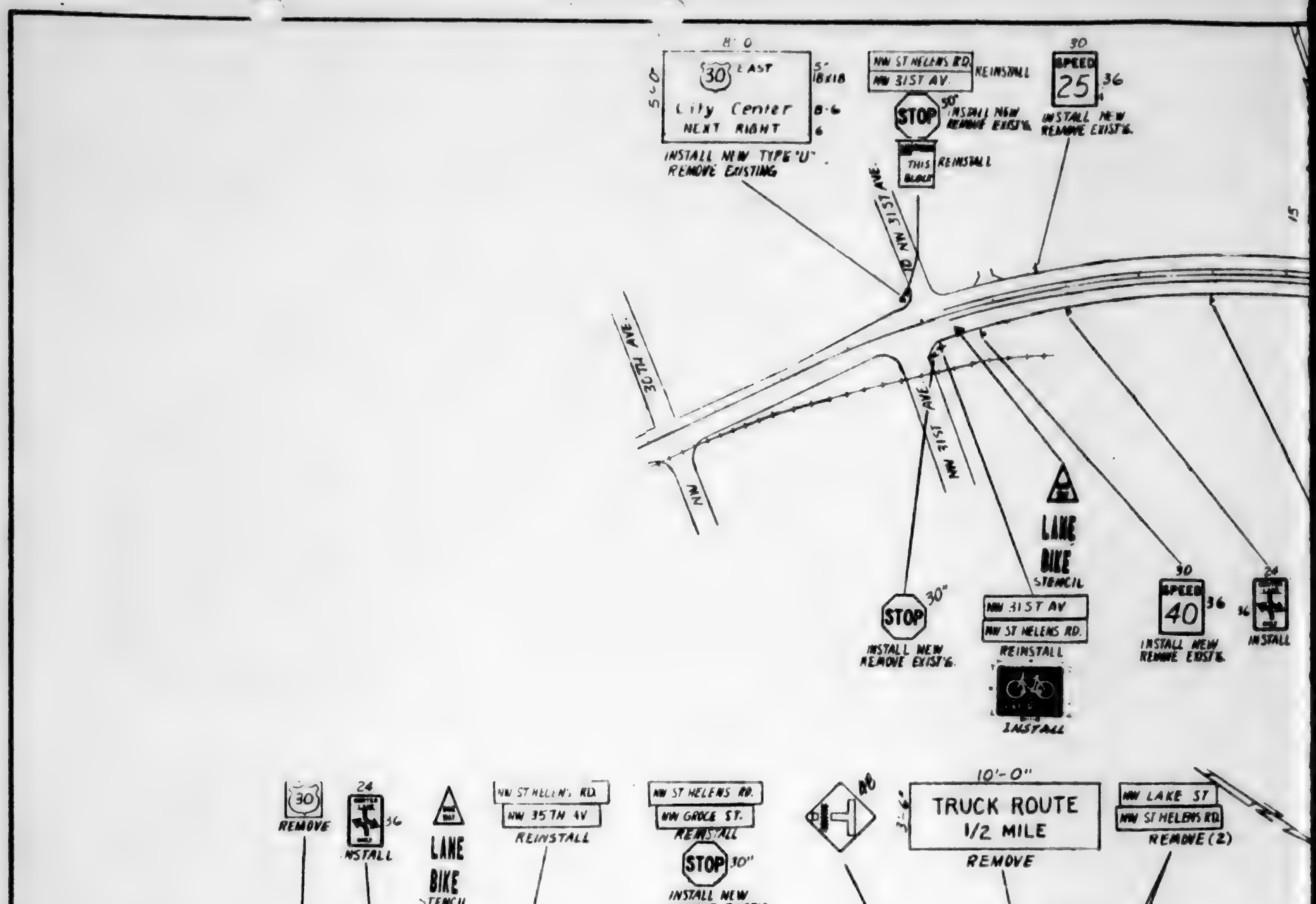
Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Turpin
Trout
Waberlig

RECEIVED
NOV 15 1983
ROAD DESIGN SECTION

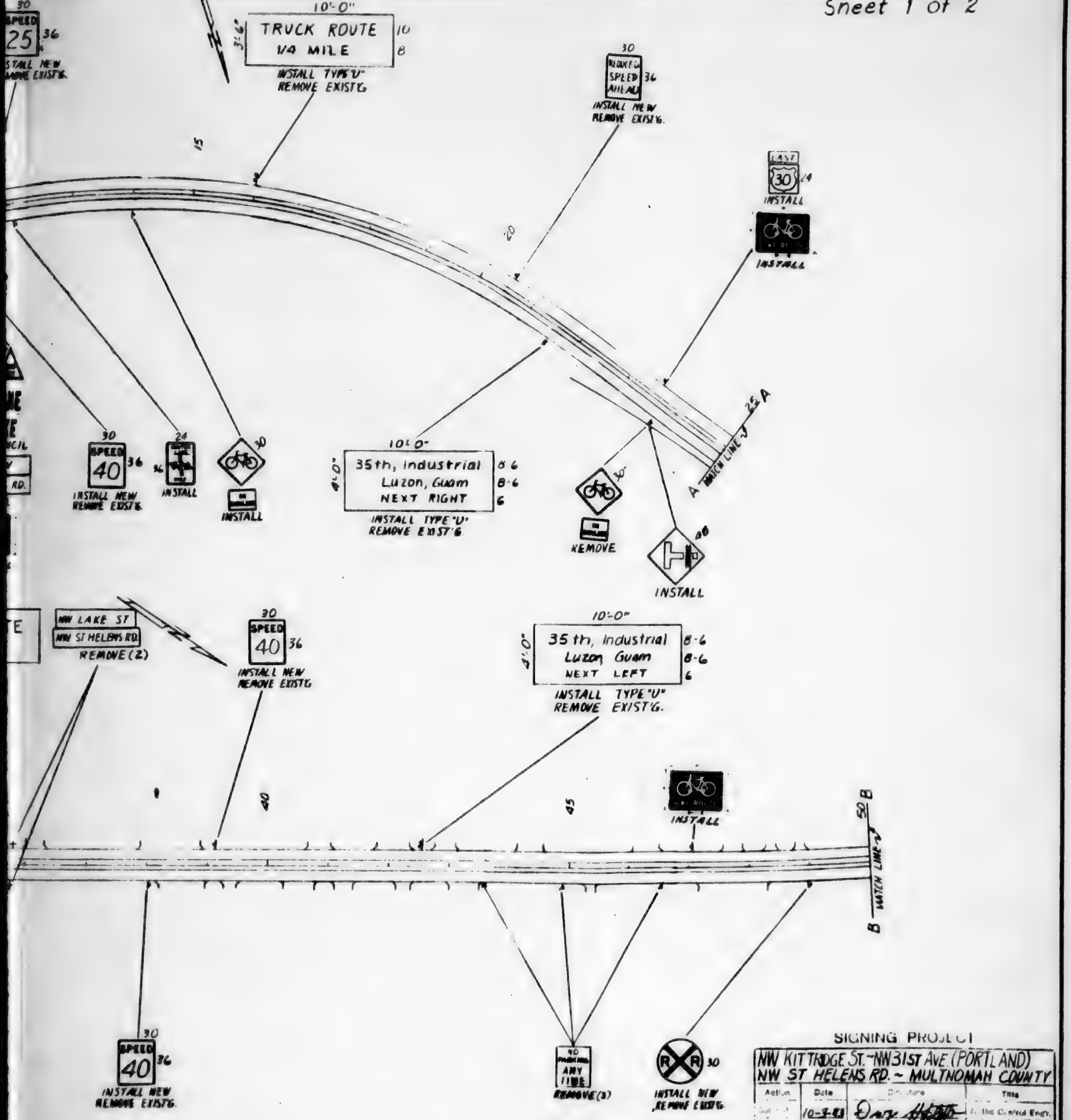
Do Not File ☐
Return To
Bring Up / /
Action

1 plan kept by Leard

81-125-1387


8'-0
5'-0
30 EAST
5"
18X18
City Center
8-6
NEXT RIGHT
6
INSTALL NEW TYPE "U"
REMOVE EXISTING
NW ST HELENS RD.
NW 31ST AV.
REINSTALL
STOP
30"
INSTALL NEW
REMOVE EXIST'G.
THIS BLOCK
REINSTALL
30
SPEED 25
36
INSTALL NEW
REMOVE EXIST'G.
15
TO NW 31ST AVE.
30TH AVE.
NW
NW 31ST AVE
LANE
BIKE
STENCIL
STOP
30"
INSTALL NEW
REMOVE EXIST'G.
NW 31ST AV
NW ST HELENS RD.
REINSTALL
INSTALL
30
SPEED 40
36
INSTALL NEW
REMOVE EXIST'G.
24
36
INSTALL
30
REMOVE
24
36
INSTALL
LANE
BIKE
STENCIL
NW ST HELENS RD.
NW 35TH AV
REINSTALL
NW ST HELENS RD.
NW GROCE ST.
REINSTALL
STOP
30"
INSTALL NEW
REMOVE EXIST'G
48
10'-0"
3'-6"
TRUCK ROUTE
1/2 MILE
REMOVE
NW LAKE ST
NW ST HELENS RD.
REMOVE (2)
A
23 A
MATCH LINE
A
30
GROCE ST.
35
NW INDUSTRIAL ST.
NW 35TH AVE.
INSTALL
STENCIL
REMOVE
REPLACE
(BY OTHERS)
NW INDUSTRIAL ST.
REMAIN
IN PLACE
STOP
30"
INSTALL NEW
REMOVE EXIST'G.
REMAIN
IN PLACE
LANE
BIKE
STENCIL
24
36
INSTALL
30
SPEED 40
36
INSTALL NEW
REMOVE EXIST'G.

Sneet 1 of 2


30
SPEED
25
36
INSTALL NEW
REMOVE EXIST'G.
10'-0"
3'-6"
TRUCK ROUTE
1/4 MILE
10
8
INSTALL TYPE "U"
REMOVE EXIST'G
30
REDUCED SPEED AHEAD
36
INSTALL NEW
REMOVE EXIST'G.
15
EAST
30
24
INSTALL
INSTALL
20
25 A
A
MATCH LINE
30
SPEED
40
36
INSTALL NEW
REMOVE EXIST'G.
24
INSTALL
30
INSTALL
10'-0"
4'-0"
35th, Industrial
Luzon, Guam
NEXT RIGHT
8-6
8-6
6
INSTALL TYPE "U"
REMOVE EXIST'G.
30
REMOVE
30
INSTALL
NW LAKE ST
NW ST HELENS RD.
REMOVE (2)
TE
30
SPEED
40
36
INSTALL NEW
REMOVE EXIST'G
10'-0"
4'-0"
35th, Industrial
Luzon, Guam
NEXT LEFT
8-6
8-6
6
INSTALL TYPE "U"
REMOVE EXIST'G.
40
45
INSTALL
50 B
B
MATCH LINE
30
SPEED
40
36
INSTALL NEW
REMOVE EXIST'G.
NO PARKING ANY TIME
REMOVE (3)
R R
30
INSTALL NEW
REMOVE EXIST'G.

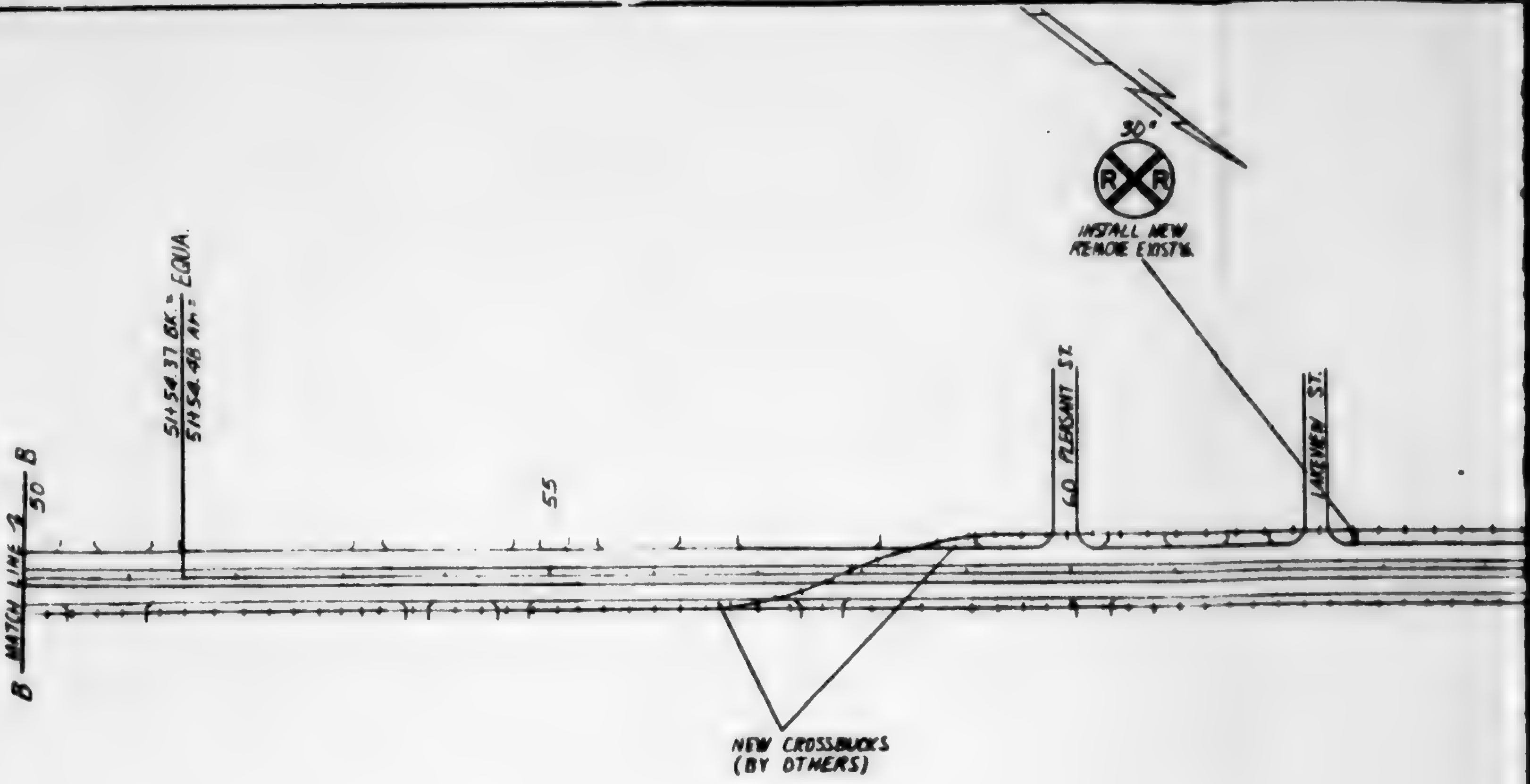
R C Speer

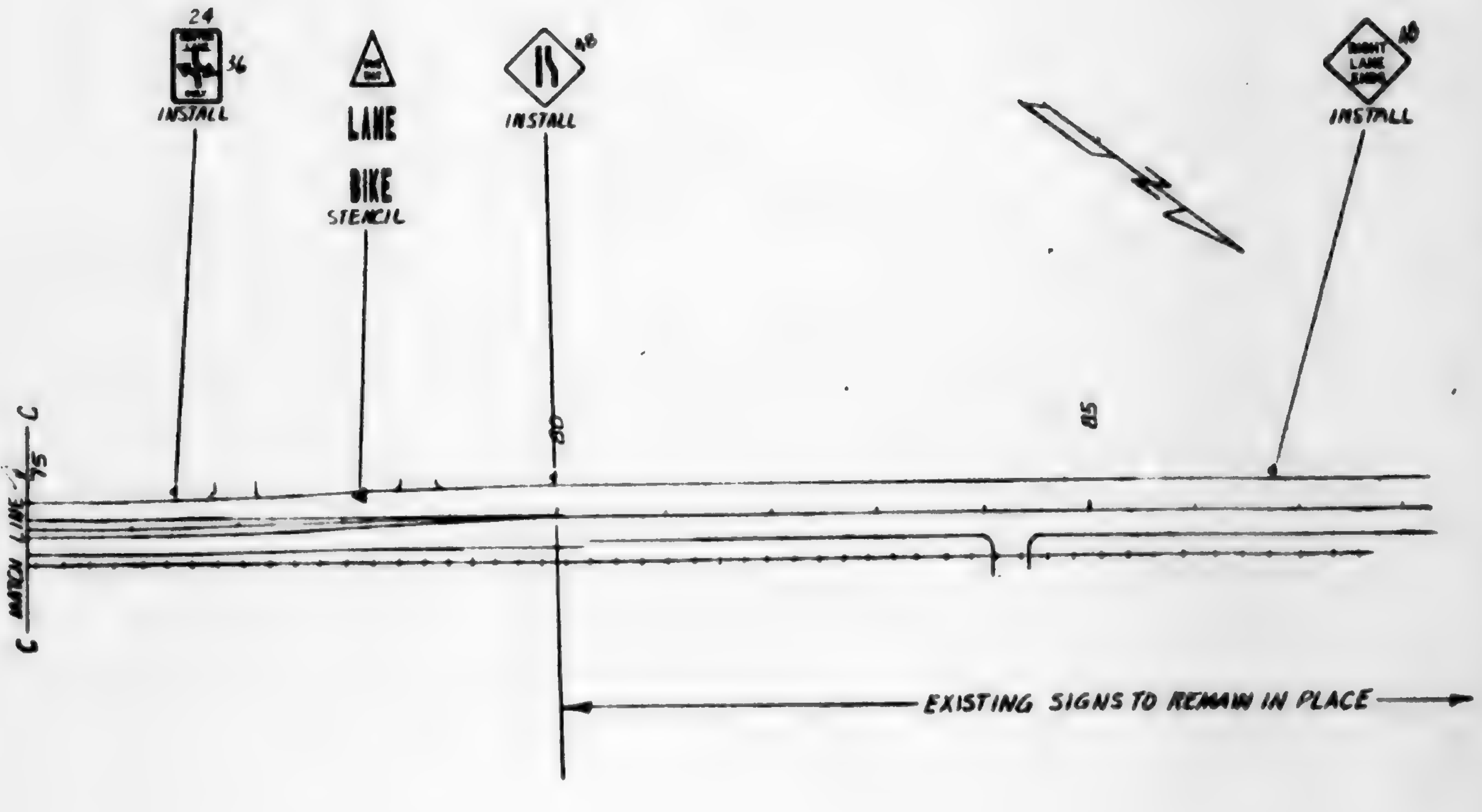
10 VII 83

SIGNING PROJECT

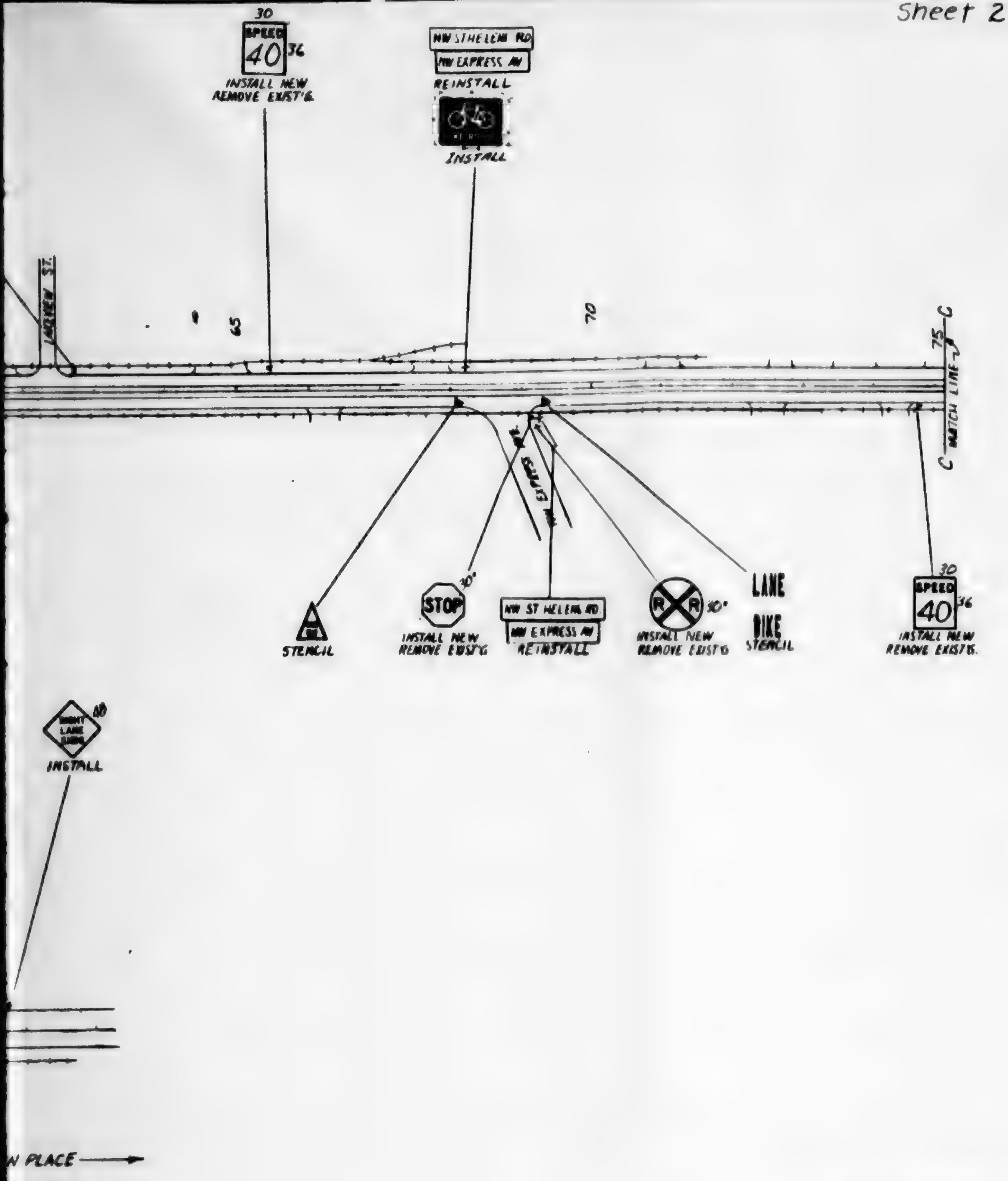
NW KITTRIDGE ST. ~ NW 31ST AVE. (PORTLAND)
NW ST HELENS RD. ~ MULTNOMAH COUNTY

Action	Date	Signature	Title
[illegible]	10-3-83	Dave [illegible]	Traffic Control Engr.
[illegible]	10/4/83	[illegible]	[illegible] Engineer
•	11/2/83	[illegible]	Traffic [illegible]
•			[illegible] Hwy. Engr.
[illegible]	11/7/83	D K [illegible]	FHWA.


30"
R R
INSTALL NEW
REMOVE EXIST'G.
51+54.37 BK. = EQUA.
51+54.48 AH. =
B MATCH LINE 2 B
50
55
60 PLEASANT ST.
LAKEVIEW ST.
NEW CROSSBUCKS
(BY OTHERS)


24
36
INSTALL
LANE
BIKE
STENCIL
48
INSTALL
RIGHT LANE ENDS
48
INSTALL
C MATCH LINE C
75
80
85
EXISTING SIGNS TO REMAIN IN PLACE

Sheet 2 of 2


30
SPEED 40
36
INSTALL NEW
REMOVE EXIST'G.
NW ST HELENS RD
NW EXPRESS AV
REINSTALL
INSTALL
JACKSON ST.
65
70
75
C
MATCH LINE
C
STENCIL
STOP
30"
INSTALL NEW
REMOVE EXIST'G
NW ST HELENS RD
NW EXPRESS AV
REINSTALL
RXR
30"
INSTALL NEW
REMOVE EXIST'G
LANE
BIKE
STENCIL
30
SPEED 40
36
INSTALL NEW
REMOVE EXIST'G.
RIGHT LANE ENDS
30
INSTALL
N PLACE

R.C. Spoor
CITY APPROVAL
10 VII 83
DATE

SIGNING PROJECT

NW KITTRIDGE ST~NW 31ST AVE (PORTLAND)
NW ST HELENS RD~MULTNOMAH COUNTY

Action	Date	Signature	Title
Submitted	10-3-83		Traffic Control Engr.
Approved	10/4/83		Sign Engineer
"	11/3/83		Traffic Engineer
"			Asst. Hwy. Engr.
Accepted	11/7/83	S K	

9854

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-0000(20)
NW Kittridge - NW 31st Avenue
Multnomah County

Date: November 3, 1983

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

NOTED
H.S. COULTER

The construction phase for the above section is currently scheduled for a May 1984 Bid opening and requires "actual" adjustments to utilities in conflict.

I have received your notices to the various utilities dated October 31, 1983 and it appears that a line item for "actual utility adjustments" added to the project at this time would enable the utlities work to be complete prior to PS&E.

Your consideration in submitting this program change will facilitate the PS&E process.

G. K. Hossner
for Dale E. Wilken

cc:
OSHD (J Cartwright)
OSHD (D E Swan)

RECEIVED
STATE HWY ENGR
NOV 4 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

0254

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9296(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00049

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/6/83	8. FEDERAL ROUTE NUMBER FAU 9296	9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
NW Kittridge Street - NW 29th Avenue (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required you are now authorized to proceed, as requested by Mr. Swan's letter of 10/3/83, with the actual acquisition of Files 53643 and 53644 as shown on R/W map 9B-22-18 at a TEC of $8,600 Federal Funds $7,310.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
OCT 20 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to
10/20

14. DATE 10/6/83	15. SIGNATURE OF APPROVING OFFICIAL John A Wichm for	16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9254

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 3, 1983

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM: D. E. Swan, P.E.
Project Unit Engineer

SUBJECT: Project No. IX-9296(3)
N.W. Kittridge St.-N.W. 29th Ave. Section
N.W. St. Helens Road
Multnomah County
Files 53643 & 53644

I request authorization to proceed with the actual-acquisition of the above listed properties which are included in the subject project. The areas to be acquired are as outlined in red on the enclosed sketch maps and do not require relocation assistance.

The estimated cost of acquiring the properties is $8,600 and authorization to proceed as requested will not required an additional obligation in Federal funds on the project at this time.

CL:pf
Attachment

cc: J. Boyd
D. Aman
General Files

Form 734-3122

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: OR Project IX-9296(3)
NW Kittridge St. - NW 29th
(Portland) Section

Date: July 15, 1983

From: Division Administrator

Reply to Attn. of: HRW-OR

To: Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

We are returning the final right-of-way plans which were submitted for our approval and request that sheet #2 be revised to show the right-of-way required by the project left of and between approximate engineer stations 3+00 and 6+00 prior to our approval.

John D Wickm
Dale E. Wilken

Attachment
R/W Plans

cc:
OSHD (Gary Potter, Prgm Mgmt)

RECEIVED
STATE HWY ENGR

JUL 18 '83

REFER TO
Versteeg

FOR

Info	Inves	R/D	D/R	Sign	Act	File

7/20
orig
w/plans

7-20-83
Al's handle.
Resubmit to FHWA
ESA

9859

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9296(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00049

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/25/83

8. FEDERAL ROUTE NUMBER FAU 9296

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

NW Kittridge Street - NW 29th Avenue (Portland) Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 5/18/83 I approve the relocation plan for the subject project dated 4/18/83.

Also, as requested, you are authorized to proceed with all phases of right-of-way acquisition for files 53283 through 53289 as shown on R/W map 9B-22-18 at a TEC of $223,000 Federal Funds $189,550.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
MAY 26 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
5/27

14. DATE 5/25/83

15. SIGNATURE OF APPROVING OFFICIAL John N Wickman for

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: May 18, 1983 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

G-P-SN-SIGS-ILLUM.

Subject: Project Data Submission
Item No. 00049
Project No. IX-9296(3)
N.W. Kittridge St.-N.W. 29th Ave. (Portland) Sec.
Multnomah County NW St. Helens Rd.

Enclosed is data consisting of PR-1 forms, project maps, right-of-way map No. 9B-22-18 and a relocation plan for the subject project.

I request the following:

1) Approval of the relocation plan.
2) Authorization to proceed with the actual acquisition of right-of-way all phases at an estimated total cost of $223,000 with an obligation of $189,550 in Federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map.

Relocation assistance consists of the moving of one business. Therefore, assurance regarding the availability of replacement housing is not required. Relocation assistance will be provided from the Metro Region Right-of-Way Office at 9002 S.E. McLoughlin Blvd. in Milwaukie.

A copy of the State Clearinghouse A-95 conclusion has been previously forwarded.

CL:bks
Enc.
cc: J. Boyd
D. Aman
E. Mershon
G. Zehner
General Files

Form 734-3122

9354

2W

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

March 25, 1983

J. H. Versteeg
Road Design Engineer

Files 53283 though 53289
N.W. Kittridge St.-N.W. 29th Ave.
(Portland) Section
N.W. St. Helens Road
Multnomah County

Attached are descriptions (7 files), an authorization and right of way prints covering right of way required for the subject project.

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

RECEIVED
MAR 25 1983
ROAD DESIGN
SECTION

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up ___/___/___
Action

9854

OREGON STATE HIGHWAY DIVISION

SUBJECT: Nicolai ~ W. Fremont Intch. Supplement - Kittridge ~ Stadium

DATE: 1-28-83

TO: BUZ SWAN - MAINOR HOLMES

FROM: JON ROSE

We now have agreement # 7471 with The City of Portland providing $29,000 for the City to assist in certain items of preliminary engineering. Don Fantz tells me that drainage design will be inlarged substantially and the City will require additional money. Please prepare a draft letter. form supplement using the attached information from Don. Note that the additional $39,000 is needed for the project covered by prefix 26-1924.

Jon Rose
(SIGNATURE)

PLEASE REPLY HERE

CC: ______________________ ______________________ (SIGNATURE) ______________ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

4

CITY WORK PROGRAM

I-405 Extension and City Street Improvements

	I-405	City Streets
	626-1924	26-1924
• Provide technical assistance and sketch level designs through participation on the project TAC. Assist ODOT in preliminary design phase, through design review, to insure plans, and phasing of project elements are consistent with city transportation plans for the northwest area, and design policies and standards.		
Bureau of Planning and Bureau of Streets and Structural Engineering	$ 3,000	$ ~~4,500~~ 9,000
• Prepare preliminary engineering design plans for traffic signal systems for city street improvements. Furnish traffic data to ODOT on surface streets.		
Bureau of Traffic	-0-	$10,000
• Prepare preliminary engineering design plans for storm and sanitary sewers to be relocated by the project.		
Bureau of Sanitary Engineering	$ 1,000	$ ~~500~~ 30,000
• Prepare preliminary engineering design plans for water facilities to be relocated by the project.		
Water Bureau	$ 5,000	$ 5,000
Subtotals	$ 9,000	~~$20,000~~ 54,000
TOTAL	~~$29,000~~ 63,000	

EXHIBIT A

1-26-83

Jon

This is an attachment to the I405 ext/ I-505 Alt. city-state agreement # 7471 There is no city money in the project. If you recall there was quite a debate on how much the city Should spend.

We have now agreed to let the city design the storm sewer systems they will be responsible for after the project. The drainage system for ~~the~~ St. Helens Road and Yeon Ave. are inadequate for the projects proposed. An extensive System will have to be designed to handle the side hill run off and connect St. Helens Rd. and Yeon To an outflow.

The other increase (streets and structures) is because of continued involvement with the public and railroad by the city (example Nicolai delay)

It appears a letter supplement to the agreement may be necessary to Support the new survey Authority

Don Fantz

9754

STATE OF OREGON

CON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Management Section

DATE: April 21, 1983

FROM: Donald C Aman
Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: NW Kittridge - NW 29th
Section
NW St. Helens Road
Multnomah County
IX-0000(20) IX-9296( )

We have received seven files on the above FAI-X project that is scheduled for a F 2 Quarter 84 letting. The acquisition of this right-of-way is estimated at $223,000 which includes $25,000 for a relocation and moving allowance. A relocation plan is being prepared and will be forwarded to the proper parties for approval.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and proivde us with a prefix.

The above estimate covers files 53283 through 53289 as shown on map 9B-22-18.

DA:jr
attach.

PROGRAM SECTION
MANAGER ____ PROJECT UNIT ✓____
APR 21 1983
MAN. ASSIST. ____ PROGRAM UNIT ____
REFER TO ____
FOR ____

$223,000 – × 85% = $189,550 –

Fy 83 Tip
FF = $43,350 – Page 149

81-125-1387

PRO 6-2

Date: May 18, 1983

To: Executive Department
Federal-Aid Coordination Unit

From: Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
00[illegible]49	IX-9296(3)	N.W. Kittridge St.-N.W. 29th Ave. PNRS #7908-2-390

CL:bks
Enc.
cc: Dale E. Wilken, FHWA
General Files

Budget Bureau No. 41-R2067; Approval Exp

U.S. DEPARTMEN
BUREAU OF

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. May 18, 1983

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) City St., NW St. Helens Rd. (Portland)	ADT	PRESENT 17,000	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Right-of-Way Acquisition	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER	PREFIX LETTER(S) IX-	NUMBER 9296	SEQ. NO. (3)

CARD 4	CLASS OF FEDERAL FUNDS Interstate Substitution	COUNTY NAME Multnomah	CODE 051				PRO
	NAME OF URBAN AREA Portland	ROUTE NO. U	FEDERAL-AID 9296	STATE City St.	U.S. ----		

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS	CHA PRO (Full
1	(14-15)	(16)	41	42	43 46	50		(54)	(60)	(67)			
5					PE								
5					ROW			1.6	223,000	189,550	33,450		
5					CONST (CODE)		"N.W. Kittridge St.- N.W. 29th Ave. (Portland) Sec."						ROW-80' Access C Parking complete
CARD 1	CODE 1	PREPARED BY C.L.					PROJECT TOTALS	1.6	223,000	189,550	33,450		

1	14	PROGRAM APPROVAL DATES

REMARKS
Additional Data: Item 00049; Project No
IX-0000(20).

Prefix: 26-1924

USCOMM DU

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

NO.

O.

May 18, 1983

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St., NW St. Helens Rd. (Portland)		17,000	----	----	10	Oregon	41	178	00049

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST M.	DESIG.
ay Acquisition								IX-	9296	(3)		

AL FUNDS Interstate Substitution

COUNTY NAME Multnomah CODE 051

AREA Portland

ROUTE NO. U FEDERAL-AID 9296 STATE City St. U.S. ----

PROGRAM STAGE ☐ 1 OR ☐ 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW			1.6	223,000	189,550	33,450		
	CONST (CODE)		"N.W. Kittridge St.- N.W. 29th Ave. (Portland) Sec."						ROW-80' normal; Access Control-none; Parking Restrictions- complete.
PARED BY			C.L. PROJECT TOTALS	1.6	223,000	189,550	33,450		

OGRAM APPROVAL DATES

-1924

REMARKS

Additional Data: Item 00049; Project No.
IX-0000(20).

-over

USCOMM DUSCOMM-DC 48908-P61

N.W. Kittridge St.-N.W. 29th Ave. (Portland) Section
Project No. IX-9296(3)

Project Data: Work under this project consists of right-of-way acquisition all phases including relocation assistance as required for the future construction to widen the existing facility to a 56-foot curbed section with sidewalk and a storm water drainage system.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements:

a) State Clearinghouse A-95 review conclusions dated September 7, 1979.
b) District 2 Clearinghouse A-95 review satisfied by inclusion in the TIP.

23 CFR-771 Requirements: Supplemental Final Environmental Impact Statement approved by Record of Decision on March 11, 1981.

FHPM 7-7-5 Requirements:

a) Public Hearings ----------- Held April 3, 1980.
b) Location/Design ----------- Approval granted 3-11-81 by record of decision.

Data for PR-37: Relocation Assistance

Moving Costs (1 Business) ------------ $25,000

Note: a) This project is in Congressional District No. 1.
b) Included in MSD FY '83 AE/TIP on page 156, Item No. 195.

Date: May 18, 1983

PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 00049
Project No. IX-9296(3)
N.W. Kittridge St.-N.W. 29th Ave. (Portland) Sec.
Multnomah County

Enclosed is data consisting of PR-1 forms, project maps, right-of-way map No. 9B-22-18 and a relocation plan for the subject project.

I request the following:

1) Approval of the relocation plan.
2) Authorization to proceed with the actual acquisition of right-of-way all phases at an estimated total cost of $223,000 with an obligation of $189,550 in Federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map.

Relocation assistance consists of the moving of one business. Therefore, assurance regarding the availability of replacement housing is not required. Relocation assistance will be provided from the Metro Region Right-of-Way Office at 9002 S.E. McLoughlin Blvd. in Milwaukie.

A copy of the State Clearinghouse A-95 conclusion has been previously forwarded.

CL:bks
Enc.
cc: J. Boyd
D. Aman
E. Mershon
G. Zehner
General Files

CON

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Management Section

DATE: April 21, 1983

FROM: Donald C Aman
Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: NW Kittridge - NW 29th
Section
NW St. Helens Road
Multnomah County
IX-0000(20) IX-4196

We have received seven files on the above FAI-X project that is scheduled for a F 2 Quarter 84 letting. The acquisition of this right-of-way is estimated at $223,000 which includes $25,000 for a relocation and moving allowance. A relocation plan is being prepared and will be forwarded to the proper parties for approval.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and proivde us with a prefix.

The above estimate covers files 53283 through 53289 as shown on map 9B-22-18.

DA:jr
attach.

PROGRAM SECTION
MANAGER LP PROJECT UNIT ✓
APR 21 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

$223,000 - × 85% = $189,550 -

Fy 83 Tip
FF = $43,350 - Page 149

81-125-1307

RELOCATION STATEMENT
NW ST. HELENS RD.
NW KITTRIDGE - NW 29th
I-505 ALTERNATES
APRIL 18, 1983

The N.W. St. Helens Road improvement project will require the acquisition of three parcels of property and four temporary easements or construction permits. Three businesses will experience direct and major impacts from right-of-way acquisition for this project. These include a restaurant and a restaurant supply business which will lose all of their on-site parking and a manufacturing shop which will lose most of its fenced yard/storage/work area.

The owner of the first two businesses owns other properties in the immediate area and believes he will be able to work out solutions to the parking problem. He does not anticipate having to relocate either business due to the highway project.

The owner-operator of the small manufacturing shop says he will not be able to operate with the loss of so much of his property. He believes it will be difficult to find an affordable location with as much area as he now has and thinks that at his age, he may have to go out of business.

He owns his 1,125± sq. ft. low-cost shop building and approximately 5,000 sq. ft. fenced-in yard. He has been in operation here for over 10 years, buying the property in 1975. He generally works alone, although his son and wife sometimes assist him. He is not a member of a minority group and employs no minorities. He manufactures parts and equipment for loggers and truckers, with customers throughout the nation.

A right-of-way agent will work with this business owner to help him find a replacement location if he wishes to reestablish his business, and will assist him in claiming the following benefits for which he may be elibible:

(1) Actual cost of moving. This will be paid for a business moved by licensed carrier up to a maximum straight line distance of 50 miles or;

(2) A negotiated moving cost payment. This payment may not exceed the lower of two estimates prepared by qualified moving cost estimators.

After the business has removed its personal property from the acquired site, the negotiated amount will be paid. If, after the move, the displaced business can demonstrate that the actual cost of the move exceeded the amount paid, it can apply for and receive the additional sum.

(3) The State will, under certain conditions, pay for storage in a licensed, bonded warehouse up to a maximum period of 12 months.

(4) The cost of searching for a replacement site can be reimbursed up to $500. Payment in excess of $500 may be made only in exceptional cases and must be approved in advance by the Federal Highway Administration District Engineer.

(5) Under certain conditions, business organizations may receive payment for direct loss of tangible personal property resulting from the necessity to relocate. Payment for losses will be made only after bona fide efforts on the part of the owner to sell the property involved have failed.

(6) An "in lieu" payment can be made to displaced businesses. This may be made "in lieu" of the other relocation benefits to which the business may be entitled and will be computed as the average annual net earnings for the business during the two tax years preceding the year of displacement. The payment may not be less than $2,500 or more than $10,000. A business will be eligible for an "in lieu" payment if:

   a. The business cannot be relocated without substantial loss of patronage:

   b. It is not part of a commercial enterprise having at least one other establishment not being acquired and which is engaged in the same or similar business;

   c. The business contributes materially to the income of the owner;

   d. The business was in operation twelve consecutive months during the two tax years prior to the tax year of displacement and had income during that time.

All relocation benefits are non-taxable.

There are a number of other right-of-way projects which are proposed to be carried out concurrently with the NW St. Helens Road project. Of these many City, County and State projects, three are likely to displace about six businesses during the period which the business on St. Helens Road might seek to relocate. With the current state of the real estate market, these few concurrent displacements should not create any great difficulty for the business on this project.

Eight months have been scheduled for this phase, which should allow adequate relocation time for this business.

Erik Ingebretson

Erik Ingebretson
April 18, 1983

7751

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
JUN 14 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: NW Kittridge St. - NW 29th Ave. (Portland)
Date June 13, 1983
Highway: NW St. Helens Road
Twenty Year Traffic Coefficient 10.4
County: Multnomah
18 kip EAL's per day 685
Prefix: 26-1924
R Value 12
Project Manager: ______
Frost Penetration ---
CBE Total Requirement 34.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0"
4.0"	A.C. Wearing Surface & Base - Class "B"	8.0"
13.0"	Treated Base	23.5"
18.5"		34.5"

EXISTING ROADWAY

1.5"	A.C. (Final Stage)
2.0"	A.C. Wearing Surface - Class "B" with 1.0" (Class "C"), for leveling

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 2.0" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
Program Control Engineer ✓
Donald E. Fantz

NOTE: If shifting the crown requires more leveling than the 1.0" allowance shown, the amount of A.C. leveling required will have to be documented.

2

Adams
Terpin
RECEIVED
26 1983
Return To
Bring Up
Action
ROAD DESIGN SECTION

PRELIMINARY SURFACING DESIGN
COST ANALYSIS

Project: N.W. Kittridge St. - N.W. 29th Ave. (Portland) Date: January 11, 1983
Highway: N.W. St. Helens Road County: Multnomah
Length of Project: ______ PMS No. ______ Prefix: 26-1924

ADT 17,100 % Trucks 11 (inc. buses) 18 Kip EALs/day 685
Traffic Coefficient 10.0 Design Period Ten year - initial
Soil R Value 12 CBE Required 31.0"

Widening - New Work Width Var. 0 to 40 feet ±		Overlay/Rehab. of Existing Pavement Width	
Alternate No. 1	Thickness		Thickness
A.C. - Class "B"	4.0"	A.C. - Class "B"	2.0"
Treated Base	13.0"	Additional amount for leveling to be determined by the Project Manager	
Cost $ 3925^{00} Sta.			
Alternate No. 2	Thickness		Thickness
A.C. - Class "B"	5.0"	Same as Alternate No. 1	
Prime Coat	---		
Aggregate Leveling	2.0"		
Aggregate Base	19.0"		
Geotextile Fabric	---		
Cost $ 4439^{00} STA			
Alternate No. 3	Thickness		Thickness
Cost $			

Remarks - Surfacing Design Engineer: Alternate No. 1 utilizes Treated Base, which can be either C.T.B. or Plant Mixed Bituminous Base.

Alternate No. 2 requires 9 inches additional excavation.

NOTED
JOHN F. SCOFIELD

Recommendations: Alternate No. 1

Surfacing Design Engineer

cc: Location
Final Design Engineer ✓
Region Engineer
Region Geologist
Project Manager

PAVEMENT TYPE SELECTION

SECTION: N.W. Kittridge St. - N.W. 29th Ave. (Portland)
HIGHWAY: N.W. St. Helens Road COUNTY: Multnomah

PRINCIPAL FACTORS GOVERNING SELECTION

1. Traffic Classification: See reverse side.
2. Soils Characteristics: See reverse side.
3. Climate Average Annual Rainfall approximately 42 inches. Frost penetration is not significant.
4. Construction Considerations: Traffic will have to be maintained during construction.
5. Recycling: Initial Project This is an overlay and widening project, with a limited amount of reconstruction. A.C. removed from the existing roadway can be recycled under our "permissive specification" on this project or on a future project.

   Future Both alternates have good potential for recycling
6. Cost Comparisons: See reverse side.

SECONDARY FACTORS GOVERNING SELECTION

1. Performance of similar pavements in the area: Good.
2. Adjacent Existing Pavements: A.C.
3. Conservation of Materials and Energy: Alternate No. 1 utilizes less material.
4. Availability of Local Materials or Contractor Capabilities: Commercial sources are available.
5. Traffic Safety (Finished Project): Good.
6. Incorporation of Experimental Features: N/A
7. Stimulation of Competition: Both alternates would stimulate competitive bidding.
8. Municipal Preference, Participating Local Government Preference and Recognition of Local Industry: N/A

Remarks: Alt #1 W.E.G.

Approval:

Final Design Engr

cc: Surfacing Design Eng. after approval

9854

OREGON STATE HIGHWAY DEPARTMENT

TO: 26-1924

JON ROSE

SUBJECT: ST HELENS RD (KITTRIDGE - 31ST AVE)

FROM: CURT DUVAL, LOC MGR

DATE: 9/28/83

ENCLOSED IS A COPY OF THE PRELIMINARY PLANS WITH COMMENTS ON PP 2, 2A, 2D, 2D-2, 4A, 5, 6, 8, 9 & 10
ALSO ATTACHED ARE 2 SHEETS ~~ON~~ OF COMMENTS FROM BILL ANTHONY FOR PAUL HAILEY, ~~E~~PROJECT MANAGER

9-28-83

Buz Swan ______

The attached plans have been reviewed by Metro Staff and comments are marked in red. Please note and forward to Final Design.

Plans sent to the City for approval have not been returned yet.

Jon Rose

(SIGNATURE)

PLEASE REPLY HERE

10-11-83
CC: Lyle Watson
G

PROGRAM [illegible]
MANAGER
G

MAN.
REFE. Local Programs
FOR

CC: ______ ______ (SIGNATURE) ______ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

SHEET NO.	DESCRIPTION
1	*Title Sheet*
2	*Typical Sections*
2A, 2B, 2C	*Details*
2D 2D-2	*Stage Const., Temp. Protection* *And Direction Of Traffic*
2E, 2E-2, 2E-3, 2E-4	*Pipe Data*
2F	*Summary*
3, 4	*Plan & Profile*
4A	*Retaining Wall Details*
5-10 Incl.	*Plan & Profile*

STATE OF ORE

DEPARTMENT OF TRAN

STATE HIGHWAY

PLANS FOR PROPOSED P

AVE

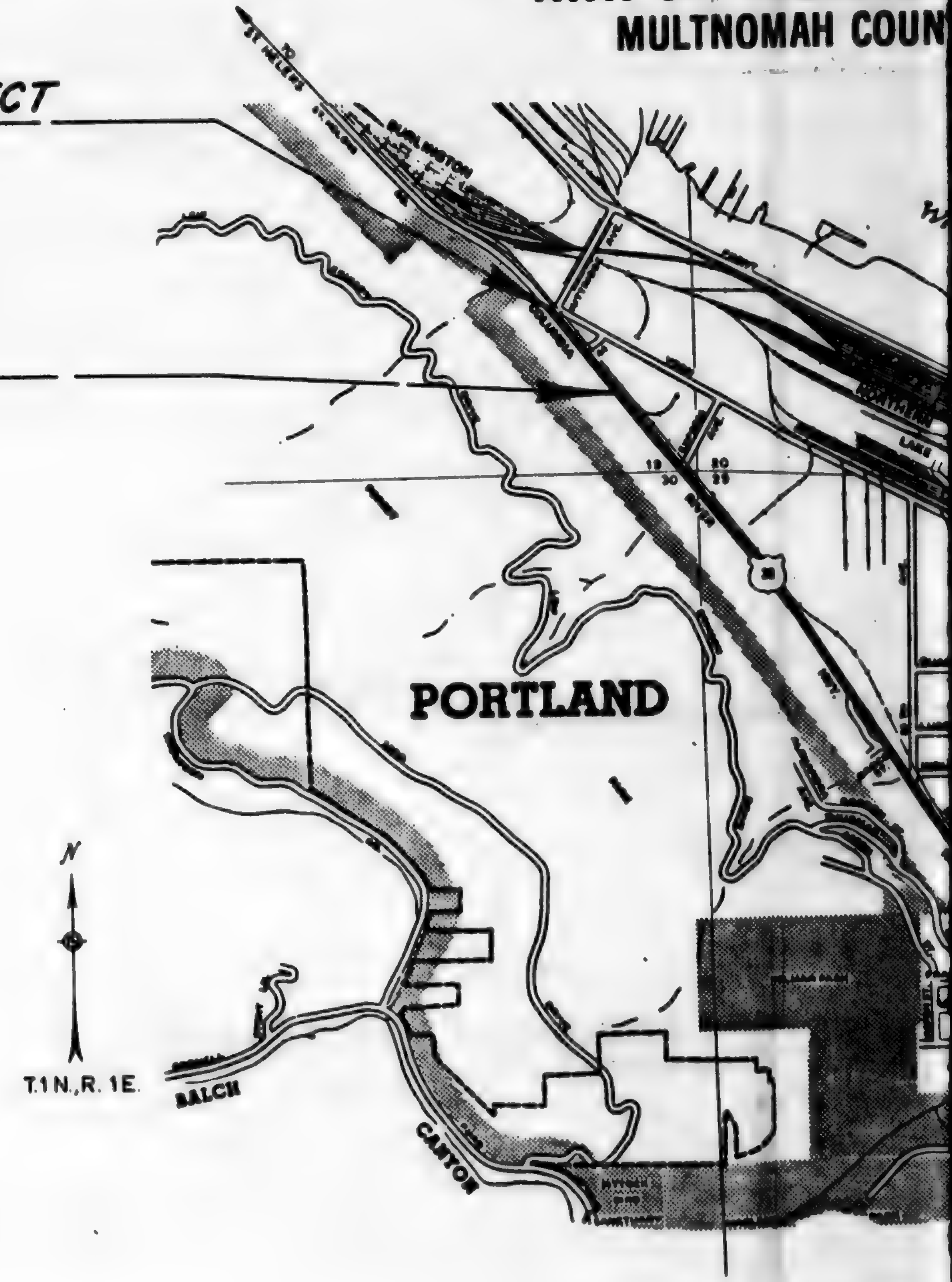
N.W. KITTRIDGE ~~ST.~~ - N.W. 31ST

N.W. ST. HELENS

MULTNOMAH COUN

END OF CONTRACT PROJECT
Sta. 89+63

END OF PROJECT
Sta. 80+00


ST HELENS
BURLINGTON
COLUMBIA
NORTHERN
PORTLAND
N
T.1 N., R. 1E.
BALCH
CANTON

Sketch Map

Scale 0 1000 1000 Fe

E OF OREGON

T OF TRANSPORTATION

IGHWAY DIVISION

FOR PROPOSED PROJECT

N.W. KITTRIDGE ST.–N.W. 31ST AVE.(PORTLAND) SEC. N.W. ST. HELENS ROAD MULTNOMAH COUNTY					SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR		TOTAL SHEETS
10	OREGON				See Index

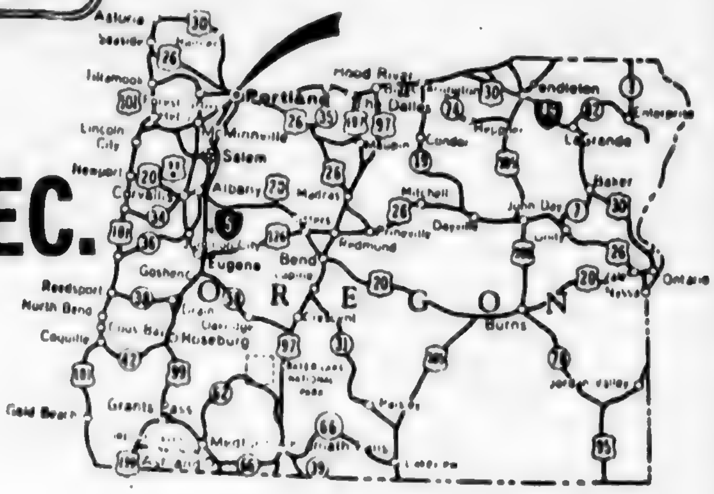
FAI-X

PRELIMINARY COPY
SEP 9 1983
SUBJECT TO CHANGE
FINAL DESIGN UNIT

W. 31ST AVE. (PORTLAND) SEC.

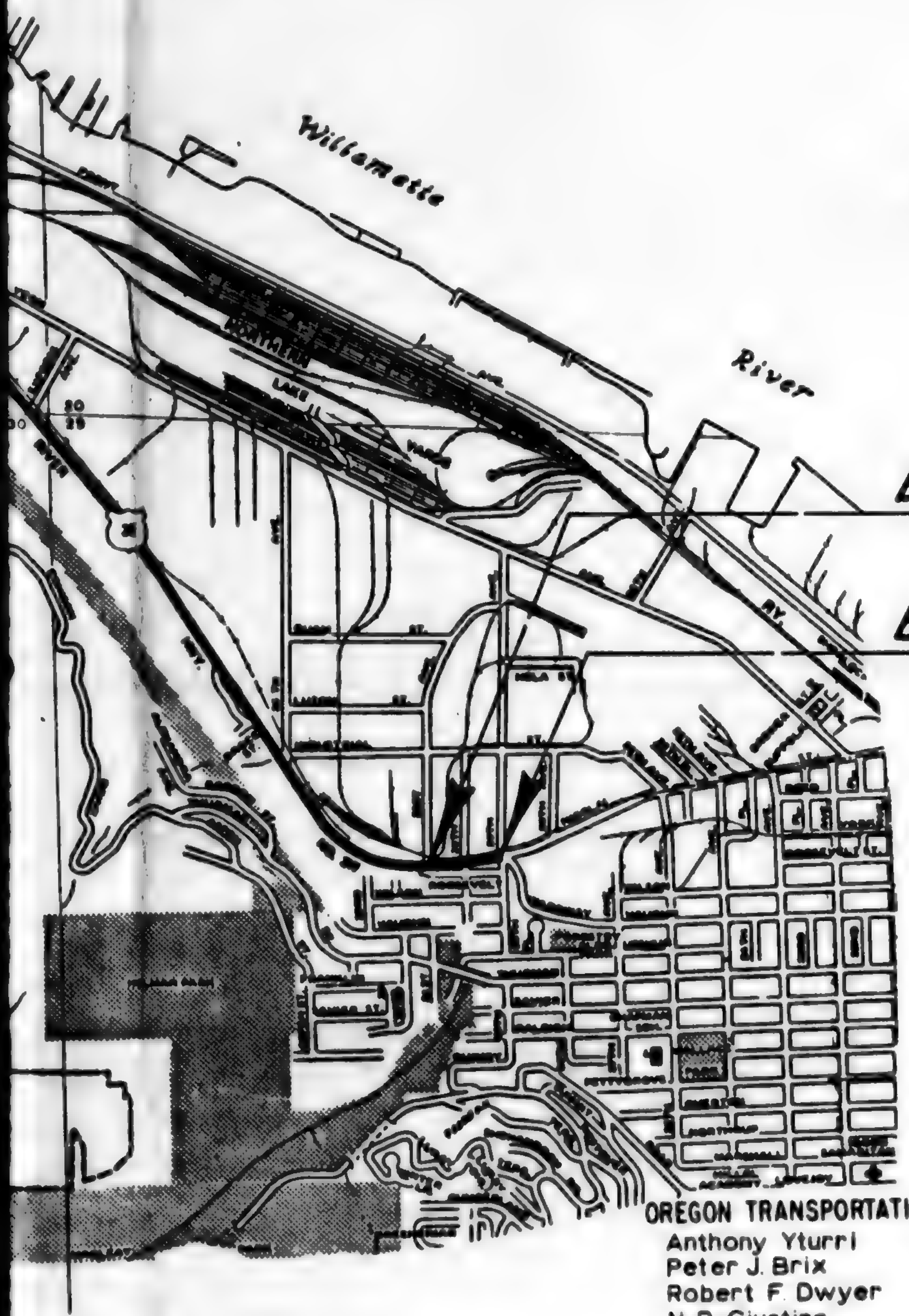
ST. HELENS ROAD

ULTNOMAH COUNTY


Astoria
Seaside
Tillamook
Portland
Hood River
The Dalles
Pendleton
Enterprise
La Grande
Minnville
Salem
Lincoln City
Newport
Corvallis
Albany
Condon
Baker
Mitchell
John Day
Redmond
Prineville
Goshen
Eugene
Bend
Reedsport
North Bend
Coquille
Roseburg
OREGON
Burns
Ontario
Grants Pass
Gold Beach
Medford
Jordan Valley

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED AS NOTED
G. David Hill
Arterial Street Design
For City of Portland
Date 9/30/83


Willamette
River

BEGINNING OF PROJECT
Sta. 9+75

BEGINNING OF CONTRACT PROJECT
Sta. 8+00

H. S. COULTER

EDGAR S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

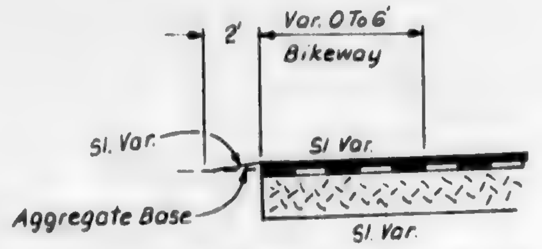
APPROVED

FIELD OPERATIONS ENGINEER — DATE

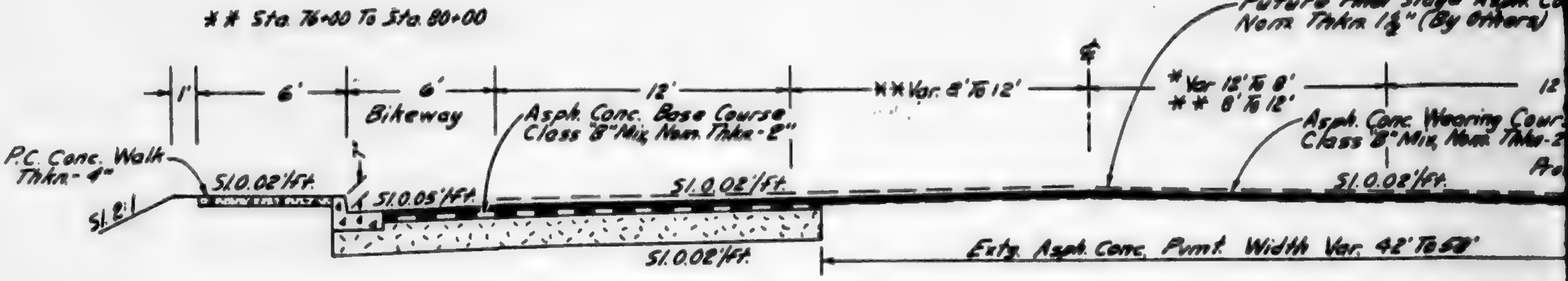
Sketch Map
ale 0 1000 1000 Feet

TYPICAL SECT

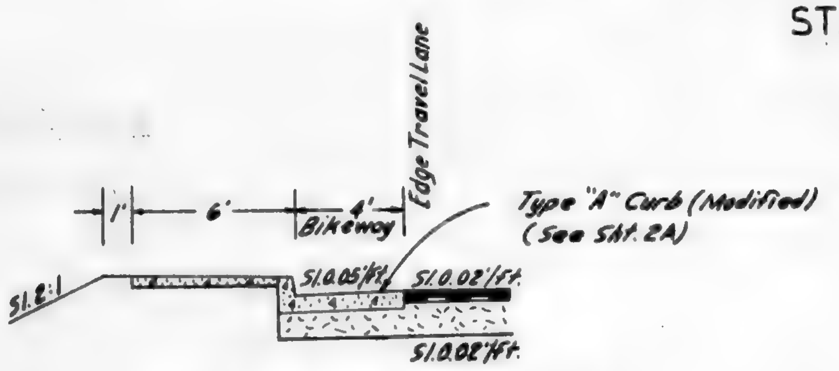
R/W Map 9B-22-18, 9B-4-6


2'
Var. 0 To 6'
Bikeway
Sl. Var.
Sl. Var
Aggregate Base
Sl. Var.

STA. 8+00 To STA. 9+75

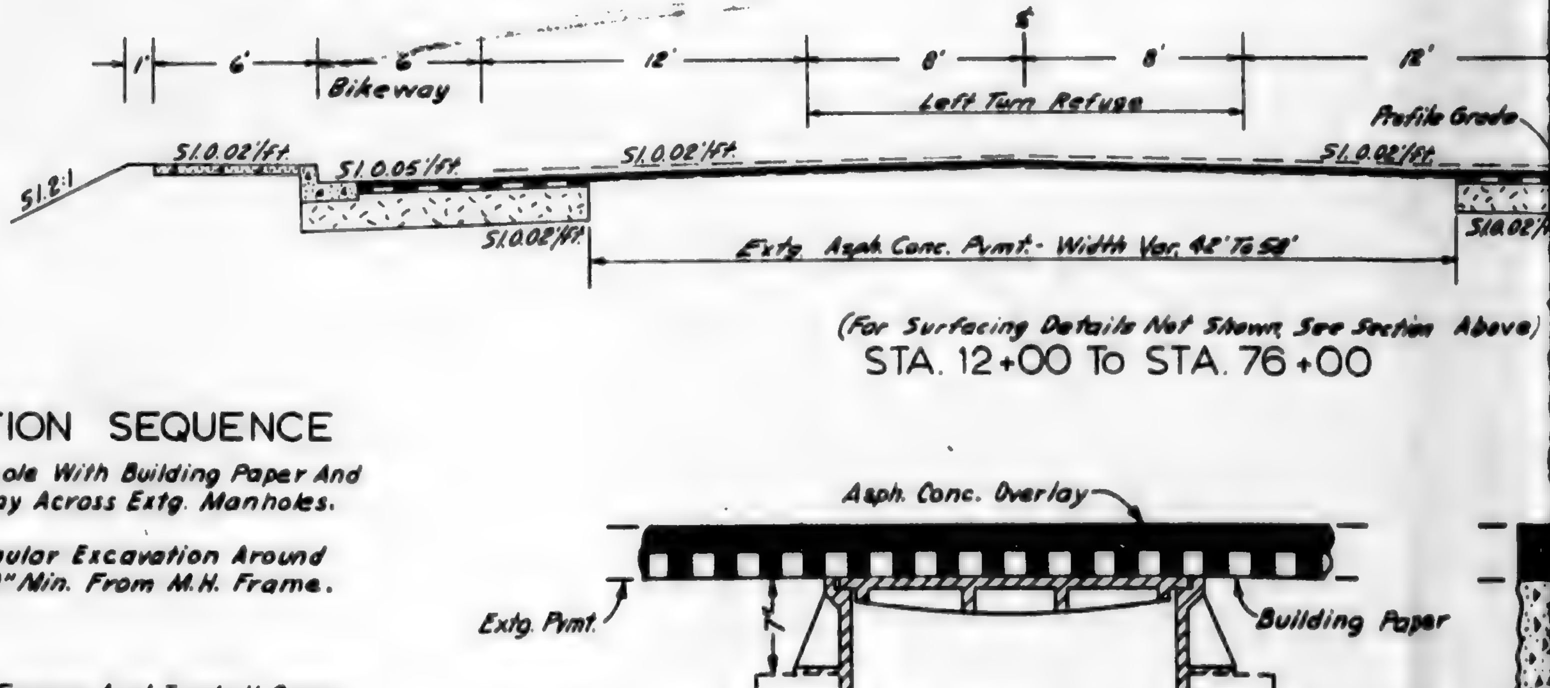

** Sta 76+00 To Sta 80+00
1'
6'
6'
Bikeway
12'
**Var. 8' To 12'
℄
*Var 12' To 8'
** 8' To 12'
12'
Future Final Stage Asph. Co
Nom. Thkn 1½" (By Others)
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn - 2"
Asph. Conc. Wearing Cours
Class "B" Mix, Nom. Thkn-2
P.C. Conc. Walk
Thkn- 4"
Sl. 2:1
Sl. 0.02'/Ft.
Sl. 0.05'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Pro
Sl. 0.02'/Ft.
Extg. Asph. Conc. Pvmt. Width Var. 42' To 58'

STA. 8+00 To STA 9+75 (Taper)
9+75 To 12+00
76+00 To 80+00


1'
6'
4'
Bikeway
Edge Travel Lane
Type "A" Curb (Modified)
(See Sht. 2A)
Sl. 2:1
Sl. 0.05'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.

STA. 59+40 To STA. 73+75

STA. 5


1'
6'
6'
Bikeway
12'
8'
℄
8'
12'
Left Turn Refuge
Profile Grade
Sl. 2:1
Sl. 0.02'/Ft.
Sl. 0.05'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Extg. Asph. Conc. Pvmt.- Width Var. 42' To 58'

(For Surfacing Details Not Shown, See Section Above)
STA. 12+00 To STA. 76+00

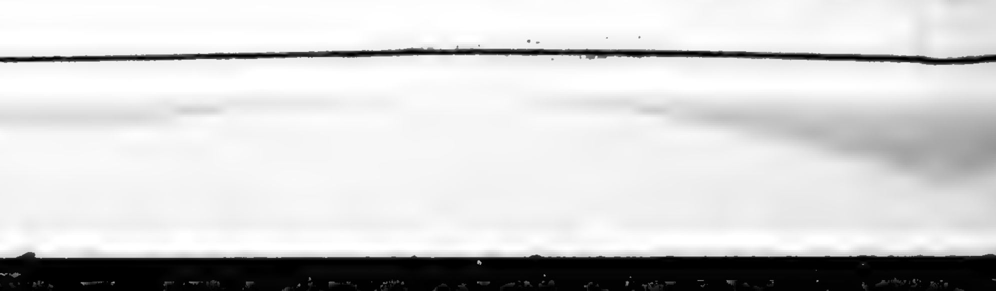
CONSTRUCTION SEQUENCE

STEP 1. *Cover Manhole With Building Paper And Const. Overlay Across Extg. Manholes.*

STEP 2. *Cut Rectangular Excavation Around Manhole 10" Min. From M.H. Frame.*

STEP 3. *Raise M.H. Frame And Install Conc. Rings And Shim To Finish Pvmt. Profile And Cross Slope.*

STEP 4. *Backfill With Early Strength P.C. Conc. And Asph. Conc. To Depths As Directed.*


Asph. Conc. Overlay
Extg. Pvmt.
Building Paper
Extg. Manhole Cone

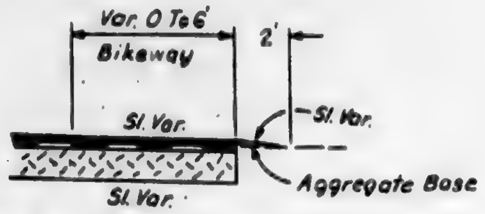
STEP 1

MANHOLE ADJUSTMEN

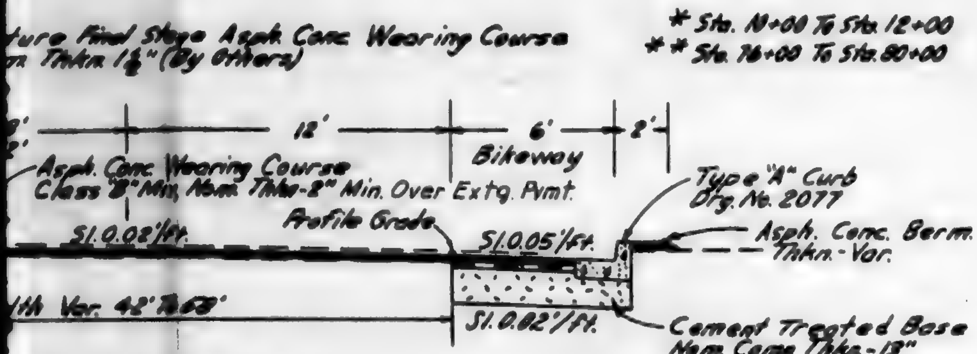
Cole, Leu, Butts

ECTIONS

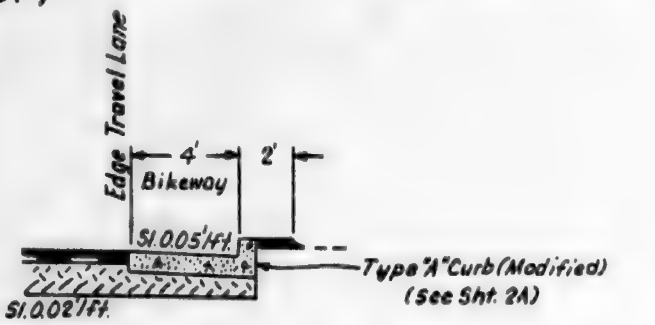
N.W. KITTRIDGE ST.-N.W. 31ST AVE.(PORTLAND) SEC. N.W. ST. HELENS ROAD MULTNOMAH COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


Var. 0 To 6'
Bikeway
2'
Sl. Var.
Sl. Var.
Aggregate Base
Sl. Var.

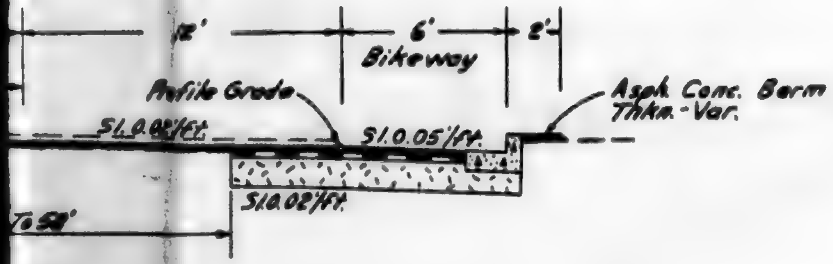
STA. 8+00 To STA. 9+75


ture Final Stage Asph. Conc. Wearing Course
n Thkn. 1½" (By Others)
* Sta. 10+00 To Sta. 12+00
** Sta. 76+00 To Sta. 80+00
12'
6'
Bikeway
2'
Asph. Conc. Wearing Course
Class "B" Min. Nom. Thkn.-2" Min. Over Extg. Pvmt.
Type "A" Curb
Drg. No. 2077
Profile Grade
Sl. 0.02'/Ft.
Sl. 0.05'/Ft.
Asph. Conc. Berm
Thkn.-Var.
th Var. 42' To 58'
Sl. 0.02'/Ft.
Cement Treated Base
Nom. Comp. Thkn.-13"

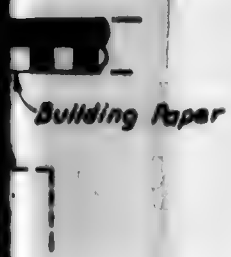
9+75 (Taper)
12+00
80+00

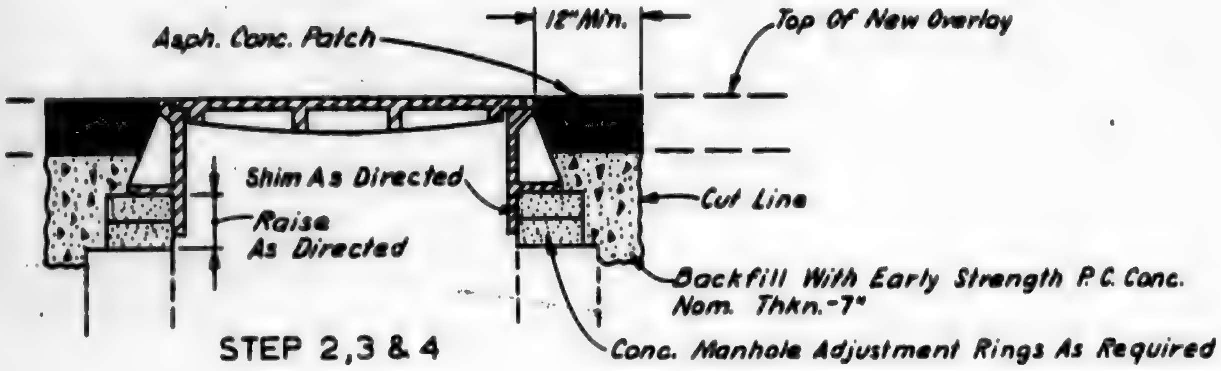

Edge Travel Lane
4'
2'
Bikeway
Sl. 0.05'/Ft.
Type "A" Curb (Modified)
(See Sht. 2A)
Sl. 0.02'/Ft.

STA. 51+60 To STA. 75+00


12'
6'
Bikeway
2'
Profile Grade
Asph. Conc. Berm
Thkn.-Var.
Sl. 0.02'/Ft.
Sl. 0.05'/Ft.
Sl. 0.02'/Ft.
To 58'

own, See Section Above)
76+00


Building Paper


12" Min.
Top Of New Overlay
Asph. Conc. Patch
Shim As Directed
Raise
As Directed
Cut Line
Backfill With Early Strength P.C. Conc.
Nom. Thkn.-7"
Conc. Manhole Adjustment Rings As Required

STEP 2,3 & 4

ADJUSTMENT DETAIL

October 3, 1983

PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan, P.E.
Project Unit Engineer

SUBJECT: Project No. IX-9296(3)
N.W. Kittridge St.-N.W. 29th Ave. Section
N.W. St. Helens Road
Multnomah County
Files 53643 & 53644

I request authorization to proceed with the actual acquisition of the above listed properties which are included in the subject project. The areas to be acquired are as outlined in red on the enclosed sketch maps and do not require relocation assistance.

The estimated cost of acquiring the properties is $8,600 and authorization to proceed as requested will not required an additional obligation in Federal funds on the project at this time.

CL:pf
Attachment

cc: J. Boyd
D. Aman
General Files

STATE OF OREGON

CON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: September 27, 1983

Donald C Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: N.W. Kittridge-N.W. 29th
(Portland) Section
N.W. St. Helens Rd.
Multnomah County
Project #IX-9296(3)

We have received two additional files on the above project. The acquisition of this right-of-way is estimated at $8,600 and does not require a relocation or moving allowance.

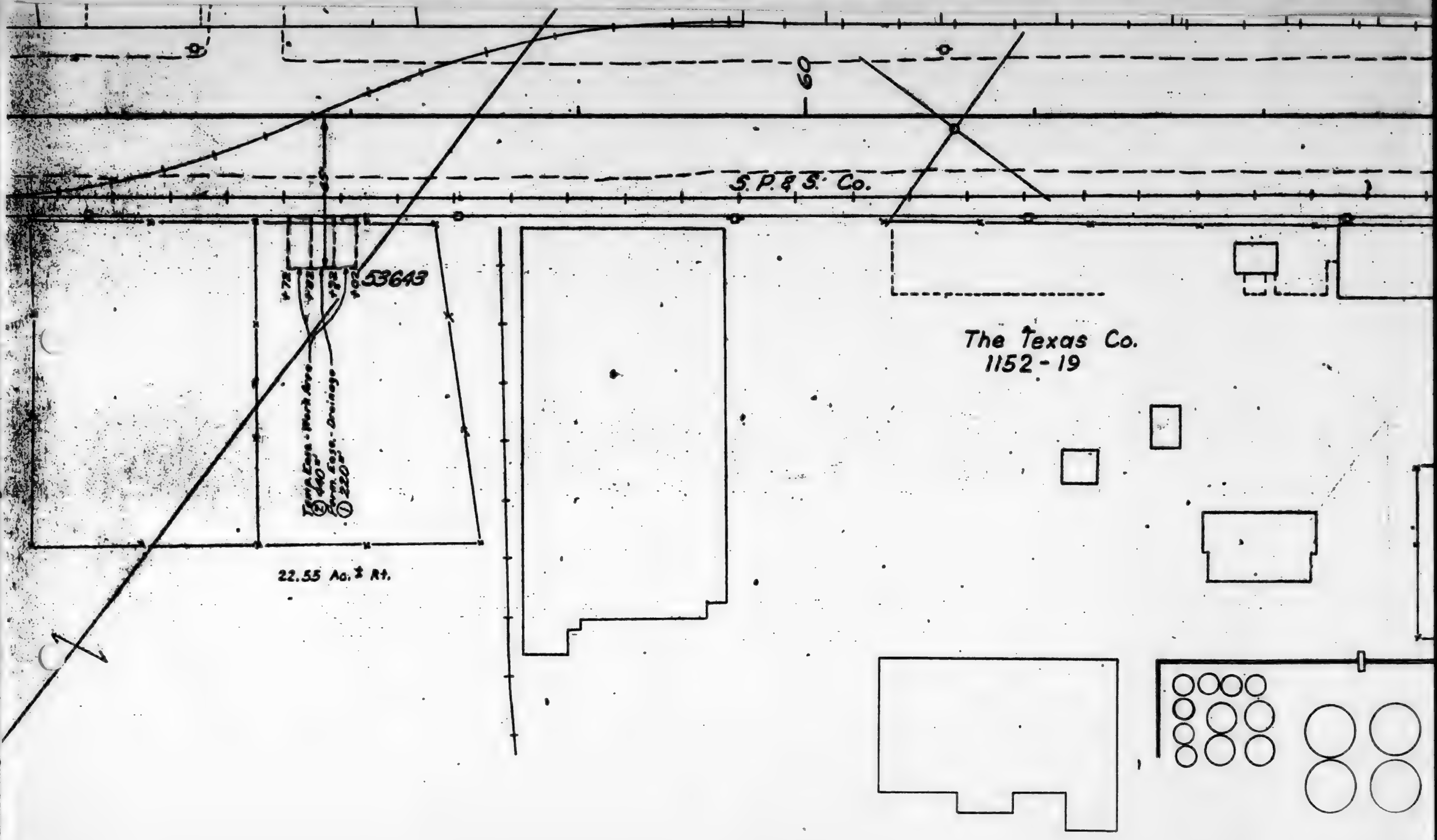
Please program the acquisition of this right-of-way with the Federal Highway Administration. ✓

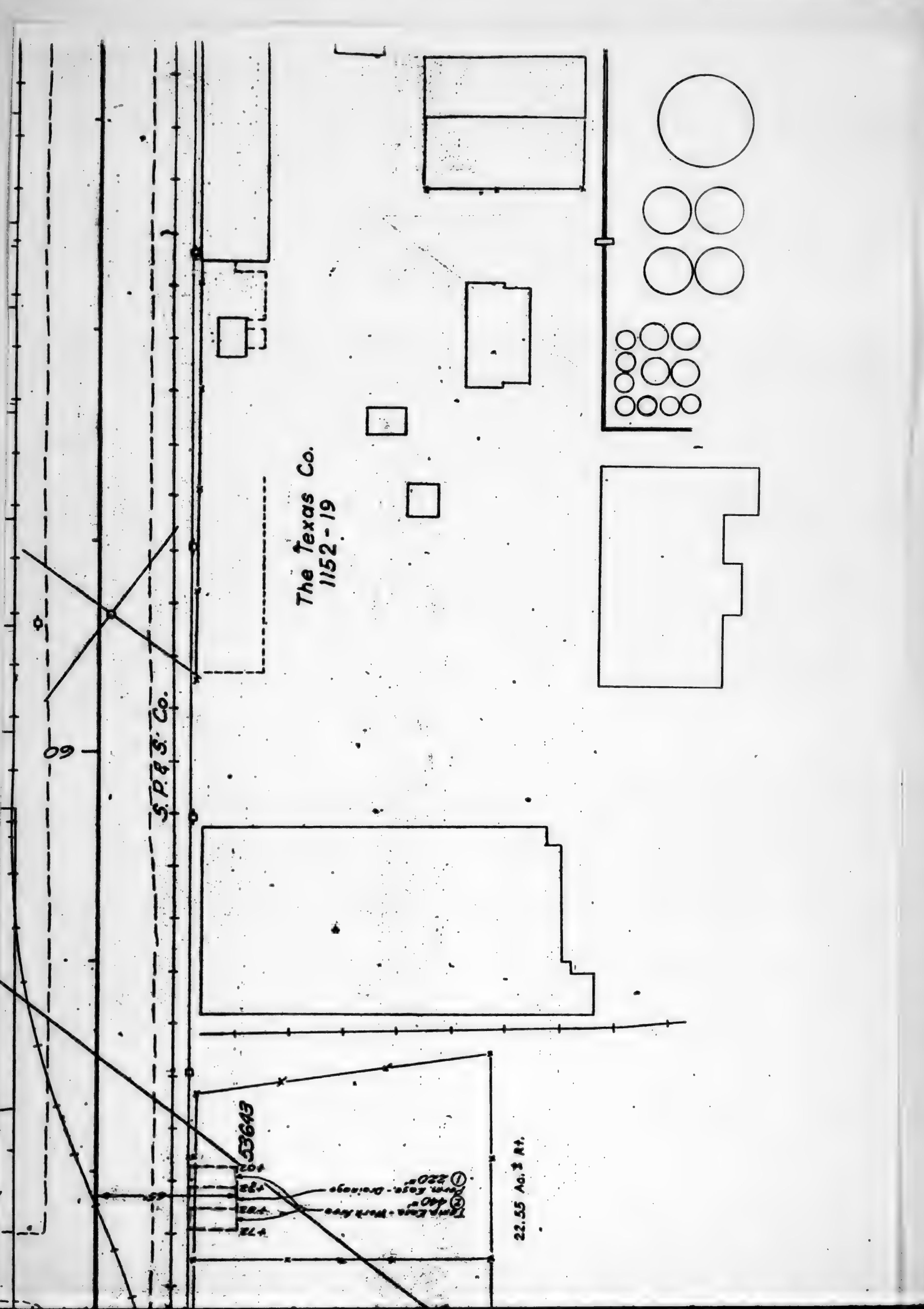
The above estimate covers Files 53643 and 53644 as shown on map 9B-22-18.

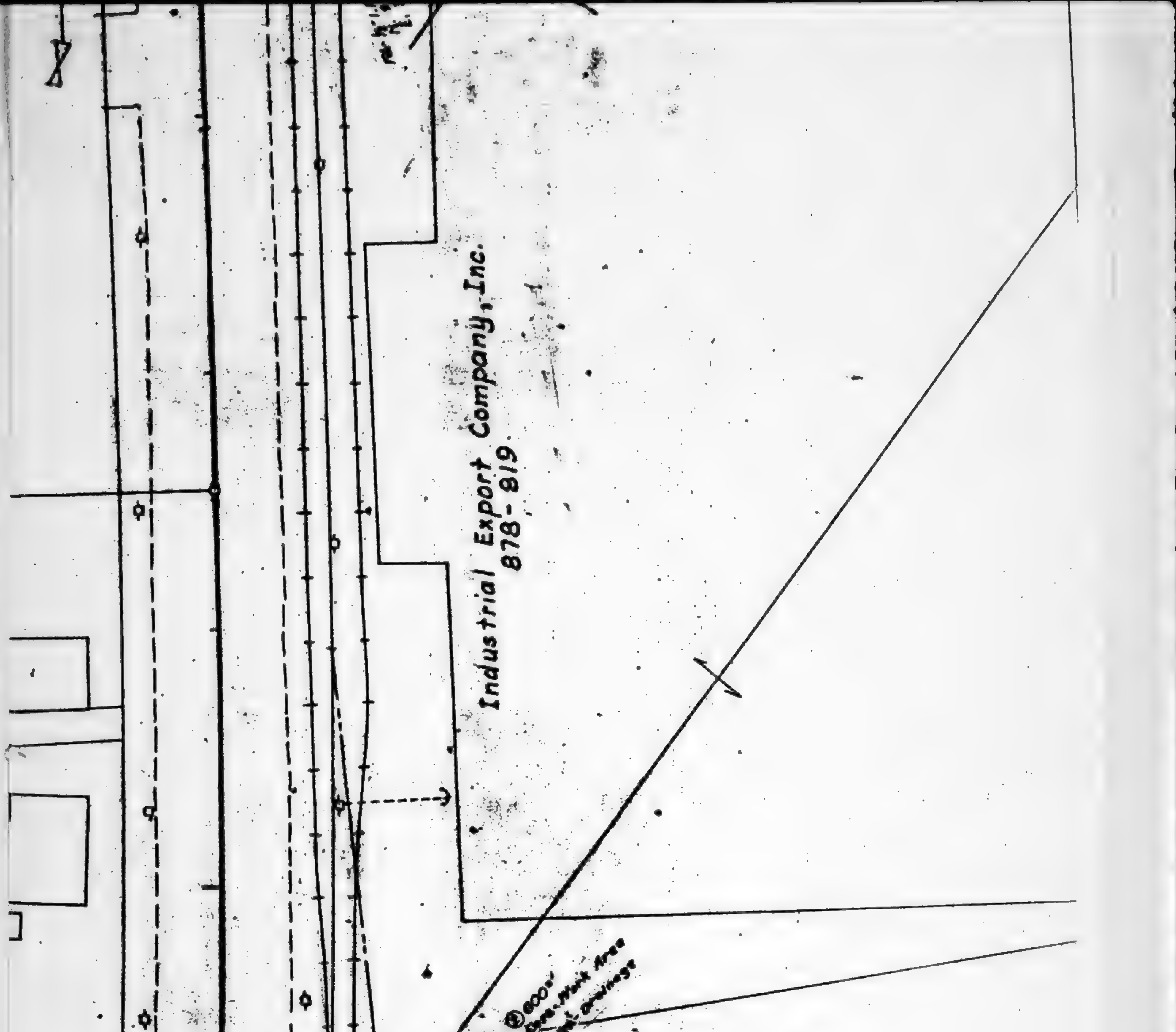
DA:jh
attach.

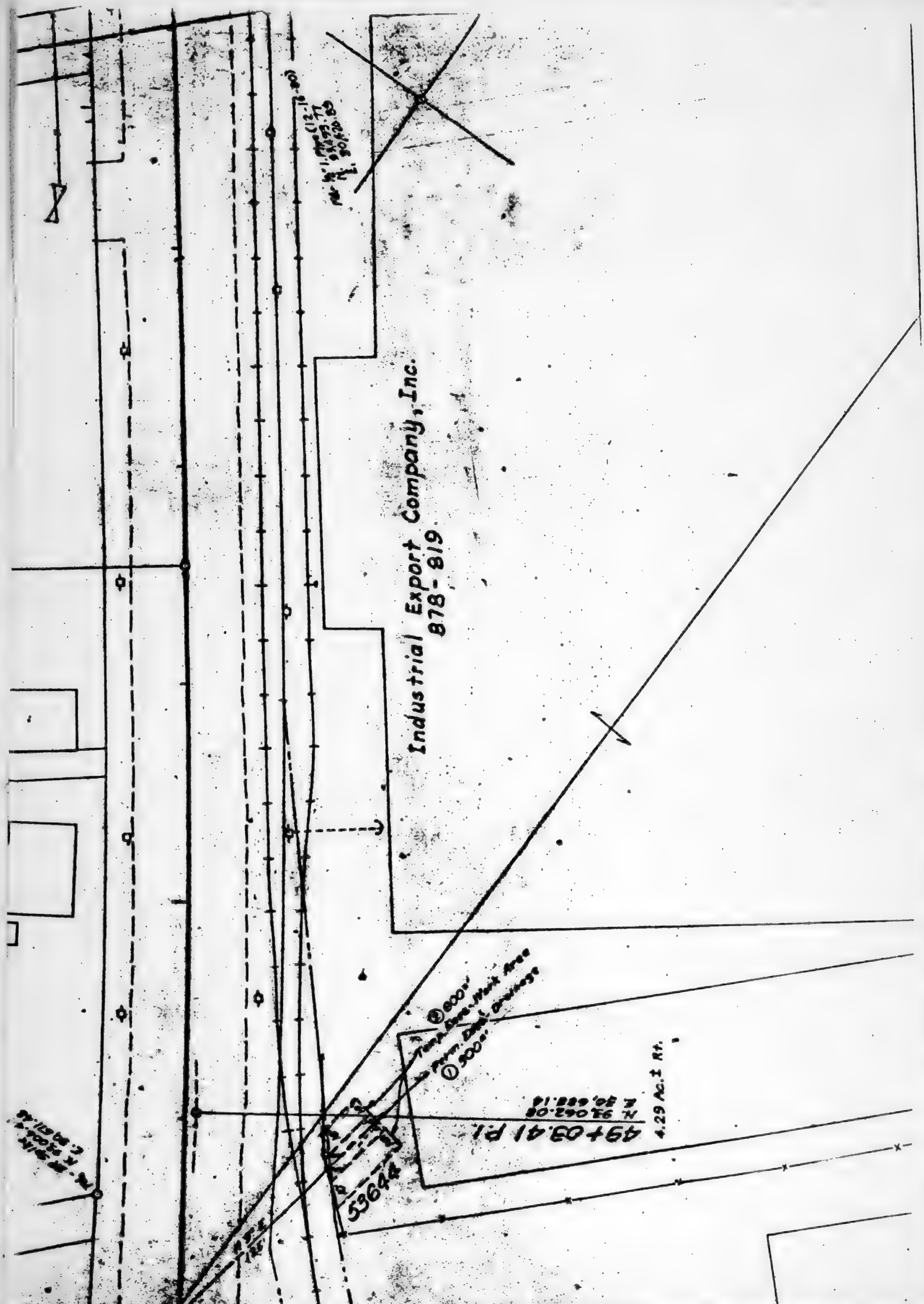
PROGRAM SECTION
[illegible] Jc PROJECT UNIT S ✓
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Fed Aid
FOR ______

81-125-1367


60
S.P. & S. Co.
45
+72
+82
+92
+02
53643
② 440' Temp. Ease. - Work Area
① 220' Perm. Ease. - Drainage
22.55 Ac. ± Rt.
The Texas Co.
1152-19

The Texas Co.
1152-19
S.P.&S. Co.
60
53643
① 220' Perm. Ease. - Drainage
② 440' Temp. Ease. - Work Area
22.55 Ac. 3 Rt.


Industrial Export Company, Inc.
878-819
① 600 s.f.
Temp. Cons. Work Area
Perm. Esmt. Drainage
① 500 s.f.
49+03.41 P.I.
N. 93,042.08
E. 30,688.14
4.29 Ac. ± Rt.
53644


Industrial Export Company, Inc.
878-819
② 800±
Temp. Const. Work Area
Perm. Esmt. Drainage
① 500±
49+03.41 P.I.
N. 93,042.08
E. 20,688.14
4.29 Ac. ± Rt.
53644

Date: January 18, 1984 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project No. IX-9296(3)
N.W. Kittridge St.-N.W. 29th Ave. Sec.
N.W. St. Helens Road
Multnomah County
(Files 53764, 53765 & 53766)

I request authorization to proceed with the actual acquisition of the above listed files on the subject project. The areas to be acquired are as outlined in red on the enclosed sketch map and do not involve relocation assistance.

The enclosed copy of Mr. Don Aman's memo of January 13, 1984 indicates the estimated total cost of the properties is $13,000.

Authorization to proceed as requested will not require an additional obligation in Federal funds on the project at this time.

CL:bkb
Enc.

cc: J. Boyd
D. Aman
General Files

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: January 13, 1984

FROM: Donald Aman
Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: N.W. Kittridge - N.W. 29th
(Portland) Section
N.W. St. Helens Road
Multnomah County
FAP No. IX-9296(3)

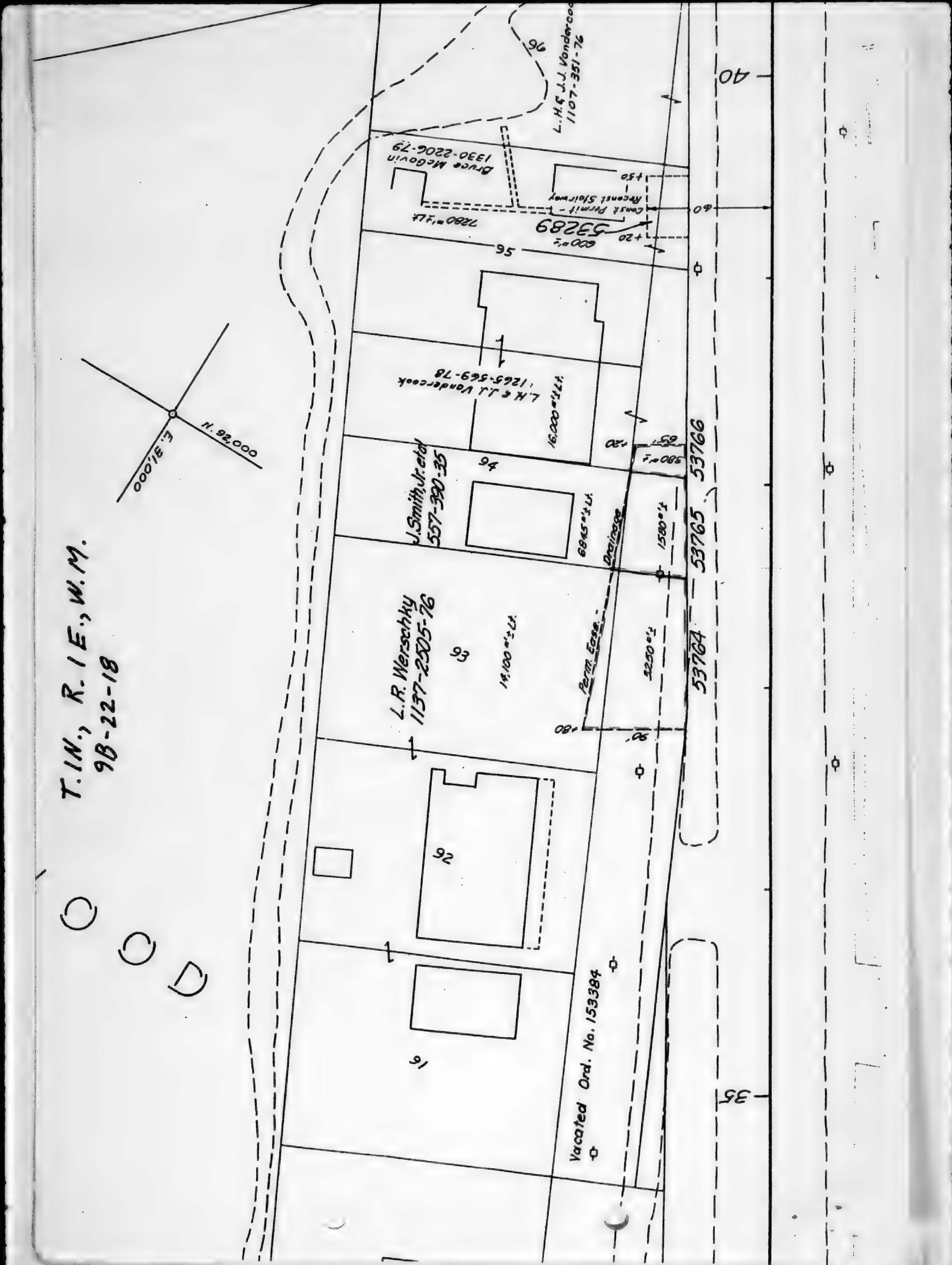
We have received three additional files on the above project. The acquisition of this right-of-way is estimated at $13,000 and does not require a relocation or moving allowance.

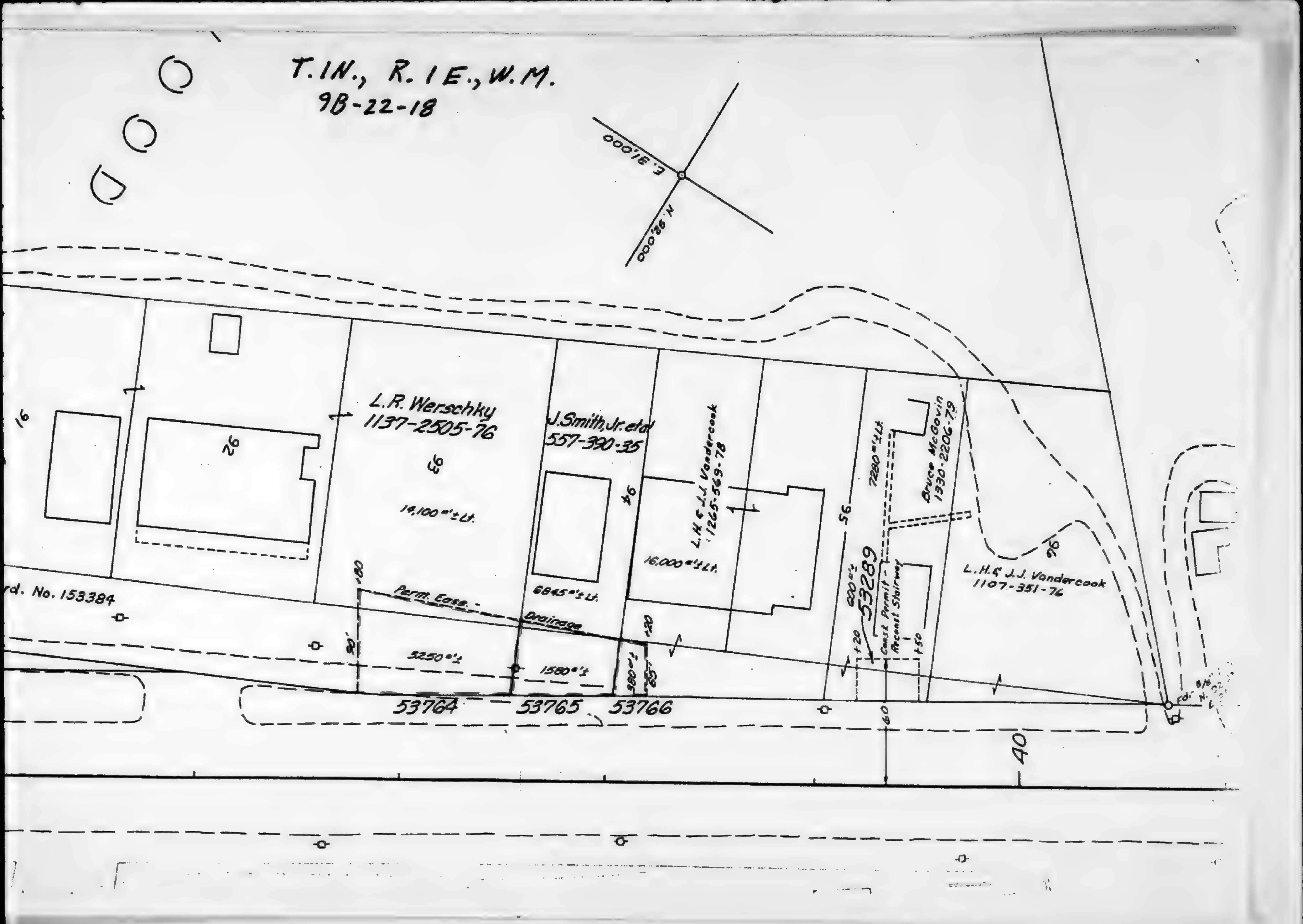
Please program the acquisition of this right-of-way with the Federal Highway Administration. ✓

The above estimate covers files 53764, 53765 and 53766 as shown on map 9B-22-18.

DA:jr
attach.

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ✓
JAN 16 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______


T.1N., R.1E., W.M.
9B-22-18
E. 31,000
N. 92,000
L.H. & J.J. Vandercook
1107-351-76
Bruce McGovin
1330-2206-79
Const. Permit -
Reconst. Stairway
53289
7280±Lt.
600±F
+50
+20
60
96
95
L.H. & J.J. Vandercook
1265-569-78
16,000±Lt.
+20
.65
380±F
94
J. Smith, Jr. et al
557-390-35
6845±Lt.
Drainage
1580±
53766
53765
53764
L.R. Werschky
1137-2505-76
93
14,100±Lt.
Perm. Ease.
3250±
+80
.90
92
91
Vacated Ord. No. 153384
40
35
C
C
D


T.1N., R.1E., W.M.
9B-22-18
E. 31,000
N. 92,000
L.R. Werschky
1137-2505-76
J.Smith,Jr.etal
557-390-35
L.H. & J.J. Vandercook
1265-569-78
Bruce McGovin
1330-2206-79
L.H. & J.J. Vandercook
1107-351-76
91
92
93
94
95
96
14,100 ±Lt.
6845 ±Lt.
16,000 ±Lt.
7280 ±Lt.
600 ±
53289
Const. Permit - Reconst. Stairway
+20
+50
Perm. Ease. - Drainage
3250 ±
1580 ±
380 ±
+80
+20
.65
.05
rd. No. 153384
53764
53765
53766
60
40

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 1, 1984

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 00049
Project No. IX-9296(4)
N.W. Kittridge St.-N.W. 31st Ave. (Portland) Sec.
Lower Columbia River Highway
Multnomah County

Attached data consists of PR-1 forms with project maps.

It is Oregon State Highway Division's present intention to receive bids for this project on June 28, 1984.

Project concept was approved by letter dated January 21, 1980 to you from the Director of ODOT.

A copy of the State Clearinghouse review conclusions was forwarded previously.

DRH:pf
Attachments

cc: E. L. Hardt, Metro Region
Wayne Schulte, Metro Region
Karen Bunk, Metro Region
Gary Zehner, w/attach.
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTM
BUREAU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

5-1-84

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) US 30, NW St. Helens Rd. (Portland)	ADT	PRESENT 17,000	FUTURE - - - -	YEAR - - -	REGION 10	STATE NAME Oregon

STATE CODE: 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr. & H-T Pave	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) IX- · NUMBER 9296 · SEQ. NO. (4)

CARD

CLASS OF FEDERAL FUNDS: Interstate Transfer Grants - Hwy.

NAME OF URBAN AREA: Portland

COUNTY NAME: Multnomah

CODE: 051

ROUTE NO.: U

FEDERAL-AID: 9296

STATE: 2W

U.S.: 30

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) I000	(04)	"NW Kittridge St.- NW 31st Ave. (Portland) Sec."	1.330	2,000,000	(I-505) 1,700,000	300,000	

CARD 1	CODE 1	PREPARED BY DRH:pf	PROJECT TOTALS	1,330	2,000,000	1,700,000	300,000

PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item No. 00049;
Nos. IX-0000(20) & IX-9296(3).

26-1924

USCOMM DC

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

O.

FORM PR-1 (REV. 4-61)

5-1-84

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 30, NW St. Helens Rd. (Portland)		17,000	- - - -	- - -	10	Oregon	41	177	00049

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Dr. & H-T Pave								IX-	9296	(4)		

AL FUNDS: Interstate Transfer Grants - Hwy.

AREA: Portland

COUNTY NAME	CODE
Multnomah	051

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	9296	2W	30

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) I000	(04)	"NW Kittridge St.- NW 31st Ave. (Portland) Sec."	1.330	2,000,000	(I-505) 1,700,000	300,000		
	PROJECT TOTALS			1,330	2,000,000	1,700,000	300,000		

ARED BY: DRH:pf

RAM APPROVAL DATES

REMARKS

Additional Data: Item No. 00049; Project Nos. IX-0000(20) & IX-9296(3).

- OVER -

N.W. KITTRIDGE ST.-N.W. 31ST AVE. (PORTLAND) SEC.

Remarks continued.

PROJECT DATA: Work under this project consists of 1) grade, drain, and high-type pave to widen existing alignment to provide a basic two lane curbed facility of 2-12 foot travel lanes with 16-foot left-turn mediuan lane, 6-foot shoulder/bikeway and 6-foot sidewalk on southerly side of roadway; 2) utility adjustments as required; 3) railroad protective service; 4) illumination as directed; and 5) incidentals common to this type of project.

NOTE: 1) This project is in Congressional District No. 1.

2) Included in MSD FY '84 AE/TIP on page 125, Item No. 170, and Concept Program page 15, No. 71.

3) On-the-Job trainees, as set foth in FHPM 6-4-1-2, on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

Section N.W. Kittridge Ave - N.W. 31st Ave (Portland) Programming Estimate $

Highway N.W. St. He[illegible]s Road Pr[illegible]ect Length 1.55 mi

County Multnomah Completion Time 425 CD.

Kind of Work Grading, Paving and Signing Est. Comp. Date 9/27/85

Prefix 26-1924-921 Letting Date June 28, 1984 Project No. IX-9296(4)

RECV'D 5/22/84 @ 8:30 AM
JG

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 1,391,552.50
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs	1000.00	
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	7900.00	
Temporary Pavement Striping	2400.00	
Remove Pavement Striping (Exist. & Temp.)	1900.00	
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ 28,000.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs	800.00	
Bikeway Striping & Legend		
Illumination	14,000.00	
Adjust Utilities:		
Subtotal		$ 1,419,552.50
Contingencies (4-1/2%)		63,879.86
Engineering (8, ~~9-10%~~)		113,564.20
Subtotal		$ 1,596,996.56
Credit for		
Estimated Net Authorization, Construction		$ 1,596,996.56

APPROVED cc: Wayne Schultz

Road Design Engineer

Rec'd
5-22-84 OK
G

Rev. 11/81

~~SUMMARY BID SCHEDULE~~ COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section N.W. Kittridge Ave. - N.W. 31st Ave. (Portland)	County Multnomah		Sheet 1 of 9
Kind of Work Grading Paving and Signing	Length 1.55 mi	Date 5-4-84	Name BLACHLY

	Item 5-17-81 DP	Code	Unit	Quant.	Unit Cost	Total
	COST ANALYSIS UNIT. 5-10-84 Sanford					
	~~THIS ENGINEERING ESTIMATE IS PRICED FOR~~ BID LETTING June 28, 1984					
	Mobilization		LUMP SUM	All	LUMP SUM	115,000^{00}
	Temporary Protection and Direction of Traffic		LUMP SUM	All	LUMP SUM	6,200^{00}
	Temporary Signs		Sq Ft	605	6^{00}	3630^{00}
	Temporary Barricades		Each	58	80^{00}	4640^{00}
	Temporary Concrete Barrier, Reflectorized		Lin Ft	600	17^{00}	10,200^{00}
	Move Temporary Concrete Barrier		Lin. Ft	7,920	3^{50}	27,720^{00}
	Temporary Reflective Pavement Markers		Each	125	3^{76}	470^{00}
	Sequential Arrow Sign		Each	1	2500^{00}	2,500^{00}
	Flaggers		Hour	2,000	12	24,000^{00}
	Roadwork					
2	Clearing and Grubbing		LUMP SUM	All	LUMP SUM	1,500^{00}
2	Removal of Structures and Obstructions		LUMP SUM	All	LUMP SUM	5,000^{00}
2	General Excavation		Cu Yd	4337	8^{00}	34,696^{00}
7	Trench Excavation		Cu Yd	8802 ~~8311~~	10^{00}	88,020^{00} ~~83,110~~
4	Finishing Roadbed and Slopes		LUMP SUM	All	LUMP SUM	7,500^{00}
2	Structure Excavation		Cu Yd	115	9^{00}	1,035^{00}
2	Special Wall Backfill		Cu Yd	110	12^{00}	1,320^{00}
+	Aggregate Base		Ton	5050 ~~3635~~	9^{00}	45450

734-1730 (8-81)

SUMMARY–BID SCHEDULE–COST ESTIMATE

OREGON STATE — HIGHWAY DIVISION

Section N.W. Kittridge Ave. - N.W. 31st Ave. (Portland)	County	Sheet 2	of 4
Kind of Work	Length	Date	Name

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Cement Treated Base Mixture		Ton	6300 ~~6000~~	12^{50}	78 750
	Portland Cement in CTB Mixture		Ton	346 ~~330~~	72^{00}	24,912
	Class "B" Asphalt Concrete Mixture		Ton	7016 ~~5000~~	15^{50}	108,748
	Class "C" Asphalt Concrete Mixture ~~in Leveling~~		Ton	3830 ~~2270~~	16^{50}	63,195
	Asphalt Cement in Mixture		Ton	650 ~~616~~	163^{00}	105,950
	Concrete in Walls		Cu Yds	106	200^{00}	$21,200^{00}$
	Reinforcement in Walls		Cu Yds	4600	0^{50}	$2,300^{00}$
	Concrete Stairs		Cu Yds	11	250^{00}	$2,750^{00}$
	Asphat in Tack Coat		Ton	18	250^{00}	4,500
	Stairway Rail, Aluminum		Lin. Ft.	100	34^{00}	$3,400^{00}$
	8-inch Storm Sewer Pipe		Lin Ft	32	10^{00}	320
	10-inch Storm Sewer Pipe		Lin Ft	762 ~~102~~	10^{00}	7,620
	12-inch Storm Sewer Pipe		Lin Ft	3139 ~~3555~~	12^{00}	37,668
	15-inch Storm Sewer Pipe		Lin Ft	640	15^{00}	$9,600^{00}$
	18-inch Storm Sewer Pipe		Lin Ft	812	20^{00}	$16,240^{00}$
	21-inch Storm Sewer Pipe		Lin Ft	2515	20^{00}	$50,300^{00}$
	24-inch Storm Sewer Pipe		Lin Ft	656	25^{00}	$16,400^{00}$
	27-inch Storm Sewer Pipe		Lin Ft	1002	28^{00}	$28,056^{00}$
	30-inch Storm Sewer Pipe		Lin Ft	825	30^{00}	$24,750^{00}$
	36-inch Storm Sewer Pipe		Lin Ft	126 ~~124~~	50^{00}	6,300
	42-inch Storm Sewer Pipe		Lin Ft	154	60^{00}	$9,240^{00}$
	Extra for Pipe Under Pavement		Lin Ft	8414 ~~8383~~	10^{00}	84,140 ~~[illegible]~~

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION N.W. Kittridge Ave. - N.W. 31st Ave. (Portland)	COUNTY	SHEET 3	OF 4
KIND OF WORK	KEY NUMBER	LENGTH	DATE
NAME			

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Installing Pipe under Railroad		Lin Ft	109 ~~132~~	210^{00}	$22,890^{00}$
	Trash Rack		LUMP SUM	All	LUMP SUM	$1,500^{00}$
	Concrete Manholes,		Each	43	1100^{00}	$47,300^{00}$
	Special Manholes		Each	2	3000^{00}	$6,000^{00}$
	Concrete Inlets, Type G-2MA		Each	7 ~~9~~	450^{00}	3,150
	Concrete Inlets, Type " P			70 ~~69~~	350	24,500
	8-inch Drain Pipe		Lin Ft	746	4^{00}	$2,984^{00}$
	Gravel in Drains		Cu Yds	95	15^{00}	$1,425^{00}$
	Concrete Walks		Sq Yd	2573 ~~3000~~	10^{00}	25,730
	Concrete Driveways		Sq Yd	1842 ~~4500~~	14	25,788
	Concrete Curbs		Lin Ft	13,650	6^{00}	$81,900^{00}$
	Concrete Curbs, Type A Modified		Lin Ft	655	8^{50}	$5,567^{50}$
	Extra for Asphalt Approaches		Each	69 ~~[illegible]~~	150	$10,350^{00}$
	Geotextile Fabric in Drains		Sq Yd	425	1^{00}	425^{00}
	Adjusting Manholes		Each	22	350^{00}	$7,700^{00}$

734-1736 (REV. 2-84)

~~SUMMARY~~-BID SCHEDULE-~~COST ESTIMATE~~

OREGON STATE HIGHWAY DIVISION

SECTION N.W. Kittridge Ave - N.W. 31st Ave. (Portland)		COUNTY	SHEET 4 OF 4
KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME BLACHLY

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Structure					
	Bridge No. 16674 (retaining wall)					
2	Structure Excavation		Cu Yd	277	9^{00}	2,493^{00}
9	Concrete in Walls		Cu Yd	~~106~~ 100	200^{00}	20,000^{00}
9	Reinforcement in Walls		Lbs	7900	0^{50}	3,950^{00}
9	Stairway Rail, Steel (single 1½" pipe)		Lin Ft	20	20^{00}	400^{00}
9	CL-4 Chain Link Fence (modified ?)		Lin Ft	143	9^{00}	1,287^{00}
	Signing					
10	Removal of Existing Sign Installations		LUMP SUM	All	LUMP SUM	1,100^{00}
	Wood Sign Posts		LUMP SUM	All	LUMP SUM	3,900^{00}
	Type "C", "D", and "R" Signs in Place		Sq Ft	160	12^{00}	1,920^{00}
	Type "EE" Signs in Place		Sq Ft	32	14^{00}	448^{00}
	Type "U" Signs in Place		Sq Ft	175	19^{00}	3,325^{00}
	Move and Reinstall Existing Signs		LUMP SUM	All	LUMP SUM	300^{00}
	Total Amount of Bid				$	1,391,552^{50}

724-1736 (REV. 2-84)

9[illegible]

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 CON 5

TO: H. H. Patterson
Construction Office Engineer

DATE: October 10, 1985

Bruce M. Walton

FROM: B. M. Walton
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

Contract 9854, Work Completed September 22, 1985

Project NW Kittridge Ave.-NW 31st Ave. (Ptld)

Highway NW St. Helens Road

County Multnomah

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date 12-12-86

H. H. Patterson
Construction Office Manager

BMW:mk

Info. Copies To:

J. B. Boyd
Dave Canfield
Don Harwell ✓
~~Jack Sullivan~~ Bill Quinn
George Strawn
Don Wackerbarth
Bob Oakes
~~E. L. Hardt~~ Richard Kuehn

CPC/FM1

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
DEC 1[illegible] 1986
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

7451/

STATE OF OREGON

INTEROFFICE MEMO

TO: Benny Vaughan
Accounting Control Supervisor

DATE: June 12, 1986

Marjorie Dixon

FROM: Marjorie Dixon
Real Estate and Tax Processor
R/W Office Unit

SUBJECT: File R53283 and C326-2593

IX-9296(3)

The Expenditure Account for R53283 was not entered in the Cost Allocation Tables of STARS and several charges have been made and charged directly to R53283.

The Expenditure Account has now been set-up but we need to transfer or allocate the past charges to C326-2593. If the charges can be allocated to C326-2593, our Federal-Aid Section can then submit a billing to Federal Highway for the funds.

Any help you can give us is appreciated.

MD:md

✓cc: Bob Fowler

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
JUN 12 1986
REFER TO________________
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

81-125-1387

DATE: July 23, 1986

PRG 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Item No. 00045
Project No. IX-9296(3)
N.W. Kittridge St.-N.W. 25th Ave. Section
Multnomah County
File No. 55473

I request your approval of a program change on the subject project to include one additional file at an estimated total cost of $10,000. However, no increase in federal funds is required at this time and no relocation assistance is involved.

I further request the following:

(1) Approval to extend the beginning of the project 189 feet to the east to Station 567+08. This change will require a revision in miles to read --- 1.08 miles.

(2) Authorization to proceed with the actual acquisition of the required right-of-way, all phases, as outlined in red on the enclosed copy of Right-of-Way Map No. 9B-20-19.

RDF:pf
Enclosure

cc: Rick Kuehn, Region 1
Don Aman
General Files

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: July 1, 1986

FROM: Donald C Aman
Don Aman, Supervisor
Federal-Aid/Research

SUBJECT: NW 31st Ave.-NW 29th Ave.
(Portland)
NW St. Helens Rd./Vaughn St.
Multnomah County
IX-0000(20)

We have received one file on the above FAI-X project that is scheduled for a F4QTR87 letting. The acquisition of this right-of-way is estimated at $10,000 and does not require a relocation and moving allowance.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix.

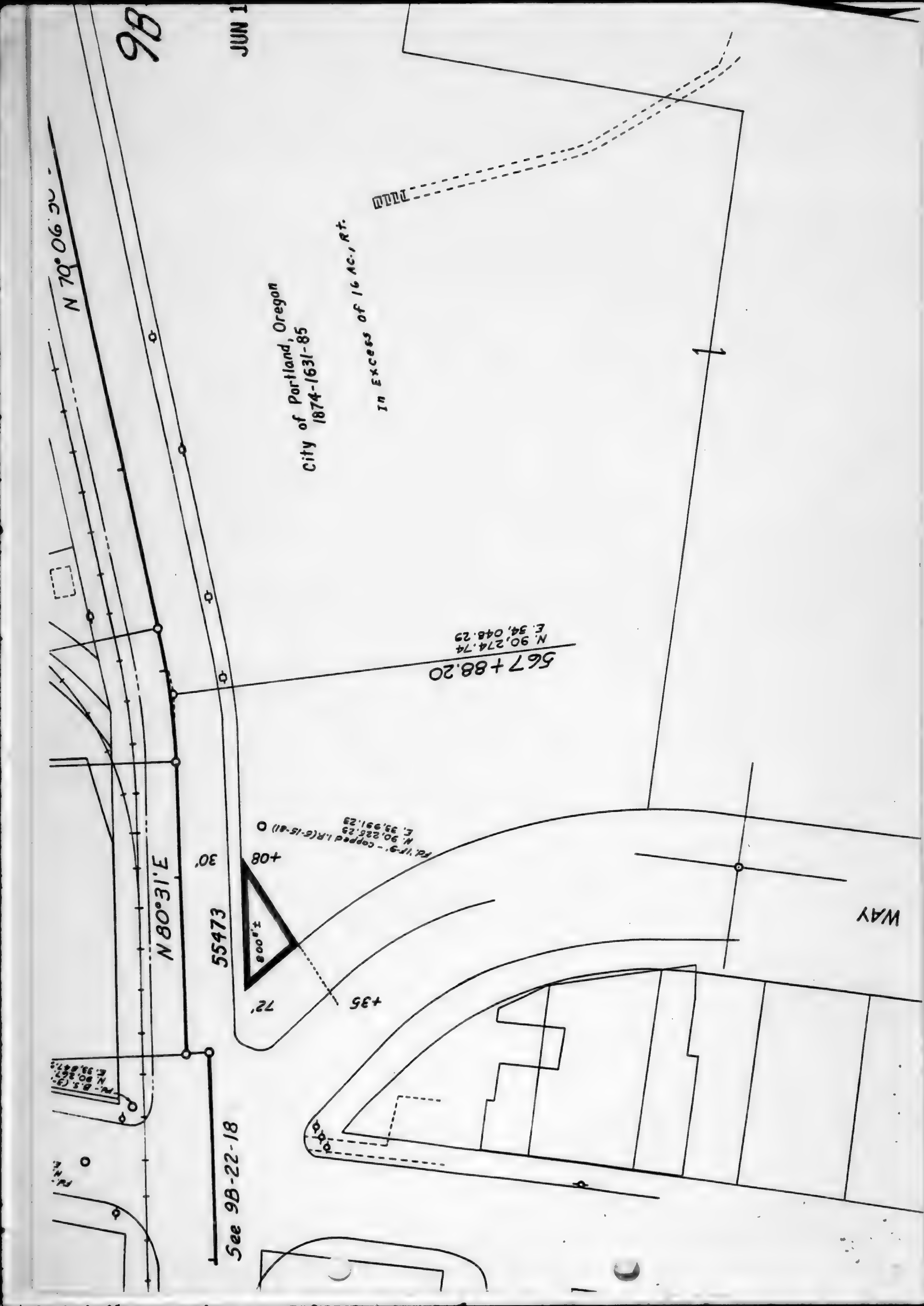
The above estimate covers file 55473 as shown on map ~~1A-18-29.~~ 9B-20-19.

DA:da

attach.

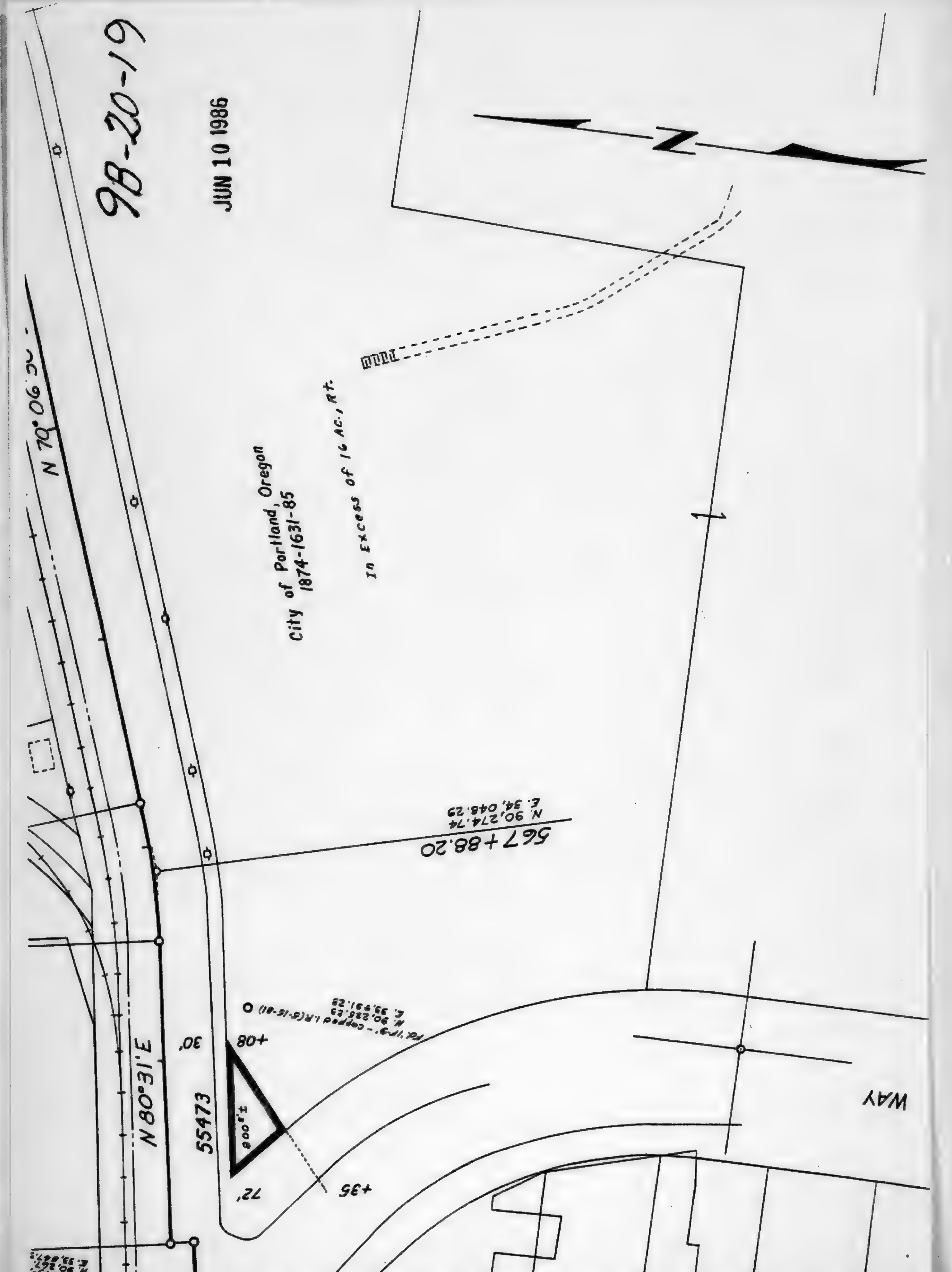
PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUL 02 1986
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1367

9B
JUN 1
N 70°06'3
City of Portland, Oregon
1874-1631-85
In Excess of 16 Ac., Rt.
567+88.20
N. 90,274.74
E. 34,048.29
Fd. I.P.-9 - capped I.R.(6-15-81)
N. 90,226.23
E. 33,991.23
+08
30'
55473
800 ft²
72'
+35
N 80°31'E
WAY
Fd. - B.S. (3)
N. 90,267.
E. 33,847.
Fd.
N.
E.
See 9B-22-18

9B-20-19

JUN 10 1986


N
N 70°06'30"
City of Portland, Oregon
1874-1631-85
In Excess of 16 Ac., Rt.
567+88.20
N. 90,274.74
E. 34,048.29
N80°31'E
55473
30'
80+
800□±
72'
+35
Fd. 1/2"I.P. - capped I.R.(5-15-81)
N. 90,226.23
E. 33,951.23
WAY
M. - B.S. (?)
N. 90,267.
E. 33,847.8

1151

FINAL REPORT on Real Property Negotiations

OREGON STATE HIGHWAY DIVISION

IX-9296(2)

File 53284

Sta. ____________ to Sta ____________

Name of owner Jess D. and Virginia R. Able

Mail address 3044 N.W. Nicolai, Portland, OR 97210 Phone No. 222-4104

Phone No. ____________

Attorney None Address ____________

Purpose of purchase R/W

OPTION EXPIRES 11-3-84

Possession 7-18-84 or 30 days after payment whichever is later.

Location of property N.W. Kittridge to N.W. 29th Ave. section of N.W. St. Helens Rd. (Lower Columbia River Hwy.) Highway in Multnomah County.

Street address or Sec. T.R. 3044 N.W. Nicolai

How does taking affect remaining property? Reduces parcel to half its original size but leaves improvements. (Give details regarding dividing of tract, if appropriate)

Nature of property taken 3,725 sq. ft. of industrial land improved with metal fencing and gravel. (Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

Land:	3,725 sq. ft. of industrial land @ $5.00/sq. ft.		$18,625
Improvements:	3,500 sq. ft. of gravel @ $0.15/sq. ft. . .	$525	
	Fence - 130 L.F. @ $5.60/L.F.	727	
			$ 1,252
Damages:	To remaining 3,445 sq. ft. of land @ $0.50/sq. ft.		1,723
	Total Compensation		$21,600

1. The Grantors are to retain at $0 (zero) salvage value the 130 L.F. of metal fencing which is located within the acquisition area. Grantors are to remove the fencing at their own expense on or before August 15, 1984.

2. The outdoor advertising signs owned by Ackerley Communications will be purchased by State in a separate transaction and Grantors hereby release their interest, if any, in the signs.

An executed warranty deed is included in the final report.

Withholding $ -0- for ____________

Relocation: 3617 forwarded on 5-3-84, ☒ Improved ☐ Unimproved

No ☐ Required Displacement: $ N/A Replacement Housing; $ N/A Rent Supplement

Appraisals: $ 54,300 incl. sign By William Werner

Staff & $ 38,800 William Werner

Fee $ 23,005 Paul Harris (sign & fixtures)

Review Appraisal $ $33,660 incl. sign $21,400 w/o sign

By David Johnson Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 326-2593 Participating $ 21,600 Non-Participating $ ____________

Mail address 3044 N.W. Nicolai, Portland, OR 97210 Phone No. 222-4104

Phone No.

Attorney None Address

Purpose of purchase R/W

OPTION EXPIRES 11-3-84

Possession 7-18-84 or 30 days after payment whichever is later.

Location of property N.W. Kittridge to N.W. 29th Ave. section of N.W. St. Helens Rd. (Lower Columbia River Hwy.) Highway in Multnomah County.

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Withholding $ -0- for

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No ☐ Required Displacement: $ N/A Replacement Housing: $ N/A Rent Supplement

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Staff & $ 38,800 William Werner

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By David Johnson Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 326-2593 Participating $ 21,600 Non-Participating $

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Right of Way Supervisior Date 6/27/84

Right of Way Manager Date [illegible]

Authorized by Transportation Commission: Date 7/9/84

Signed: TOM ANDERSON Right of Way Agent

Dated: 6-18-84

RECEIVED JUL 23 1984

FORM 734-3042 (Rev. 7-78)

① 7/13/84

FINAL REPORT on Real Property Negotiations

IX-9296(3)

OREGON STATE HIGHWAY DIVISION

File 53284

Sta. ______ to Sta ______

Name of owner Ackerley Communications of the Northwest, Inc.

Mail address 3601 Sixth Ave. South, Seattle, WA 98134 Phone No. (206)682-3833

Phone No. ______

Attorney None Address ______

Purpose of purchase Sign Conveyance

OPTION EXPIRES N/A

Possession Grantor to retain and remove signs.

Location of property N.W. Kittridge to N.W. 29th Ave. section of Lower Columbia River (NW St. Helens Rd.) Highway in Multnomah County.

Street address or Sec. T.R. 3044 N.W. Nicolai, Portland, OR 97210

How does taking affect remaining property? Sign conveyance only
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Two single face illuminated poster panel billboard
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

Advertising Signs: 12' x 25' single face illuminated poster panel @ $6,706 each $13,412

Total Compensation. $13,412

1) Sign owner to retain permit rights.

2) Sign owner to retain and remove sign at his own expense within 30 days after payment.

3) State is to retain $1,340 deposit guaranteeing sign removal.

EXECUTED SIGN CONVEYANCE included in final report

Withholding $ 1,340 for deposit guaranteeing sign removal

Relocation: 3617 forwarded on 5-3-84, ☒ Improved ☐ Unimproved

☒ Required Displacement: $ N/A Replacement Housing; $ N/A Rent Supplement

Appraisals: $ 12,260 By Paul Harris Review Appraisal $ 12,260

Staff & $ sign only

Fee $ ______ By David R. Johnson
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 326-2593 Participating $ 13,412 Non-Participating $ —

Mail address 3601 Sixth Ave. South, Seattle, WA 98134 Phone No. (206)682-3833

Phone No.

Attorney None Address

Purpose of purchase Sign Conveyance | OPTION EXPIRES N/A | Possession Grantor to retain and remove signs.

Location of property N.W. Kittridge to N.W. 29th Ave. section of Lower Columbia River (NW St. Helens Rd.) Highway in Multnomah County.

Street address or Sec. T.R. 3044 N.W. Nicolai, Portland, OR 97210

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(Give details regarding dividing of tract, if appropriate)

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☒ Required Displacement: $ N/A Replacement Housing; $ N/A Rent Supplement

Appraisals: $ 12,260 By Paul Harris Review Appraisal $ 12,260

Staff & $ sign only

Fee $ By David R. Johnson Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 326-2593 Participating $ 13,412 Non-Participating $ —

General remarks Settling with Ackerley allows O.S.H.D. to acquire the R/W from Grantor on our appraisal. (Give such general explanations as you desire to support settlement)

RECEIVED
JUN 2 3 1984

Settlement recommended:

Right of Way Supervisor Date 6/27/84 Signed: TOM ANDERSON Right of Way Agent

Right of Way Manager Date Dated: 6-19-84

Authorized by Transportation Commission: Date 7-3-84

FORM 734-3042 (Rev. 7-78)

② 7/13/84

FINAL REPORT on Real Property Negotiations

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

1X-9296(3)

File 55473

Sta. 566+40 to Sta. 567+10

Name of owner City of Portland

& Portland Development Commission

Mail address 1120 SW Fifth Ave. Phone No. 796-5300

Portland, Or. Attn: Dorothy Lyon Phone No.

Attorney Address

Purpose of purchase R/W

OPTION EXPIRES 9/17/87

Possession upon payment

Location of property NW 31st Ave. - NW 29th Ave. section of St. Helens Rd./ Vaughn St. Highway in Multnomah County.

Street address or Sec. T.R. SECI N. W. Wardway & NW Nicolai St., Portland

How does taking affect remaining property? Partial taking - no damages to remainder
(Give details regarding dividing of tract, if appropriate)

Nature of property taken industrial
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: 800 sq. ft. @ $3.40	$ 2,720.00
IMPROVEMENTS: Landscaping, paving	530.00
Total	$ 3,250.00

PAYMENT SHOULD BE MADE TO CITY OF PORTLAND AND NORCREST CHINA CO.

Mr. Bill Naito, President
Norcrest China Co.
5 S.W. Front Ave.
Portland, OR 97209

P. OBLIG 3300 TO CONST.
DATE 9/8/87

Withholding $ N/A for

Appraisals: $ 3,250.00 By R. Yamasaki Review Appraisal $ 3,250.00

Staff & $

Fee $ By Gene Olson
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix R55343 C 326-2593 Participating $ 3,250 Non-Participating $ -0-

& Portland Development Commission

Mail address 1120 SW Fifth Ave. Phone No. 796-5300

Portland, Or. Attn: Dorothy Lyon Phone No.

Attorney Address

Purpose of purchase R/W

OPTION EXPIRES 9/17/87

Possession upon payment

Location of property NW 31st Ave. - NW 29th Ave. section of St. Helens Rd./ Vaughn St. Highway in Multnomah County.

Street address or Sec. T.R. SECI N. W. Wardway & NW Nicolai St., Portland

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(Give details regarding dividing of tract, if appropriate)

Nature of property taken industrial
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Mr. Bill Naito, President
Norcrest China Co.
5 S.W. Front Ave.
Portland, OR 97209

P. OBLIG 3300 TO CONST.
DATE 9/18/87

Withholding $ N/A for

Appraisals: $ 3,250.00 By R. Yamasaki
Staff & $
Fee $

Review Appraisal $ 3,250.00

By Gene Olson
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix R55343 C 326-2593 Participating $ 3,250 Non-Participating $ -0-

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Right of Way Supervisor Date 9-8-87

Right of Way Manager Date 9-11-87

Authorized by Transportation Commission: Date 9-11-87

Signed: Michael Brown
Right of Way Agent
Michael Brown, Dated: 9-2-87

FORM 734-3042 (4-84)

✓

RECEIVED

[illegible] 12 1937

9854

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-12-89

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 06-06-84
TO 09-24-87

FEDERAL AID PROJECT NO.
IX-9296(4)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

PPN
77

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$1,992,252.48	$1,976,089.96	85.00%	$1,679,676.46	$1,679,676.46	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY Oregon	DATE June 12, 1989	SIGNATURE OF AUTHORIZED OFFICIAL

Assistant Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED	
ADJUSTMENTS	
AMOUNT APPROVED	

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.W. Kettridge St - N.W. 31st Avenue (Portland) Sec. NW ST. Helens Road Multnomah County					
	Construction Type Code I000 Roadway (Sta. 9 + 75 to Sta. 80 + 00)					
	-					
	Final Contract Payment Summary	Lump Sum			$1,757,502.14	
FO # 2	Permanent & Temporary Pavement Striping	All Required			$ 2,074.82	
FO # 4	Install Mastarms & Transfer Street Light Heads	All Required			$ 2,387.66	
	TOTAL CONSTRUCTION COST				$1,761,964.62	
	Construction Engineering					
	State	All Required			$ 214,081.95	
	TOTAL CONSTRUCTION ENGINEERING COST				$ 214,081.95	
	TOTAL PARTICIPATING COST				$1,976,046.57	
	Non-Participating Cost					
	Construction Engineering	All Required			$ 2,275.90	
FO # 6	Monitor City Construciton Costs for Sewer/Road facilities	All Required			$ 13,930.01	
	TOTAL NON-PARTICIPATING COST				$ 16,205.91	
	TOTAL PROJECT COSTS				$1,992,252.48	
	AMOUNT CARRIED FORWARD					

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12,1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem

STATE
Oregon 97310

VOUCHER TYPE (Check Appropriate Block)
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX 9296 (3)

VOUCHER PERIOD
FROM 05 25 83
TO 12 11 90

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$177,119.43	$177,119.43	85.00	$150,551.51	$150,551.51	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
3/26/91

SIGNATURE OF AUTHORIZED OFFICIAL
Robert E. [illegible]
ASSISTANT CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR -20 REV 5-78

N.W. KITTRIDGE ST. N.W. 29TH AVE. (PORTLAND) SECTION
N.W. ST. HELENS ROAD
MULTNOMAH COUNTY

TYPE CODE ROW

RIGHT OF WAY	All Required	$ 177,119.43
TOTAL PARTICIPATING COST		$177,119.43

IX 9296 (3)

1984 Powell Boulevard - Heiney 9855
Rd. Sec. FAU 9867 in Gresham.
(Grad. pav, sign, illmin. & lands.)

January 27, 1988

Allen, Kilmer, Schrader, Yazbeck
& Chenoweth
Attorneys at Law
1600 Orbanco Building
1001 SW Fifth Avenue
Portland, OR 97204

CON 5 - 9831, 9854,
9855, 9944,
9935 & 9953

Attention: Robert L. O'Halloran

As requested in your letter of January 21, 1988, I am attaching the official documentation showing the formal acceptance of the various R. A. Hatch Co.; Roadway/Hatch Joint Venture Projects. As you will note, I have highlighted the specific project.

Contract No. 9877 with R. A. Hatch Co. & Gaynetco, Inc., has not been accepted by the State. It was completed on December 15, 1987.

Contract No. 9866 with Roadway Constructors Corporation and R. A. Hatch Co. for the Beaverton-Tigard Hwy. Interchange has not been completed or accepted.

Contract No. 9864 is with Dirt and Aggregate Interchange, Inc. for The Dalles-California Highway Guardrail Project in Wasco County. Contract No. 9004 is with Marion Construction Co., Inc. for work in Silver Falls State Park in Marion County. Since these two contracts were not with Hatch/Roadway, we did not provide the acceptance information. If you do need them, let me know and we will provide that documentation.

Please let me know if I can provide any further information.

Fran Neavoll
COMMISSION SERVICES

FKN:bk

Atts.

Delegated authority reports sent showing Schwartz acceptance of Contract Nos. 9831, 9854, 9855, 9944, 9935 and 9953.

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

F. GORDON ALLEN
ANDREW K. CHENOWETH
JEFFREY M. KILMER*
CHARLES R. SCHRADER*
STEPHEN C. VOORHEES
JOSEPH A. YAZBECK, JR.

*ALSO ADMITTED IN WASHINGTON

FACSIMILE 503-222-5290 (Portland)
503-484-9779 (Eugene)

JANIE M. BURCART
CHRISTOPHER T. CARSON*
BARRY W. DOD*
DAVID A. DRAPELA*
GEORGE V. EIGHMEY
JAMES P. LAURICK
JEFFREY S. MERRICK
THOMAS J. MURPHY
ROBERT L. O'HALLORAN
GREGORY B. SNOOK
LYNNIA K. WOODS

January 21, 1988

Fran Neavoll
Oregon State Highway Department
Commission Services
121 Transportation Building
Salem, OR 97310

Re: The American Insurance Company; R.A. Hatch Co.; Roadway/Hatch Joint Venture Projects

Dear Ms. Neavoll:

You may recall that I represent The American Insurance Company, surety for R.A. Hatch Co. or Roadway/Hatch joint venture on various Oregon State Highway Department projects.

The purpose of this letter is to request some information that will assist us in evaluating possible remaining bond claim exposure with respect to various projects.

I request that you provide me with the date on which each of the following projects was formally accepted by OSHD (and, if it exists, a copy of whatever document reflects the date of formal acceptance):

1. OSHD 9831; 10-11-85
2. OSHD 9854 (NW Kittridge-NW 31st, Portland); 1-12-87
3. OSHD 9855 (Powell-Heiney Road); 1-15-87
4. OSHD 9865 (Beaverton/Tigard 217 Highway Interchange); [illegible]

?, 5. OSHD 9864; ?, [illegible]

6. OSHD 9877 not [illegible]

7. OSHD 9944 (Ladd Canyon); 8-25-86

8. OSHD 9935 (Tigard-Willamette River); 1-30-89

?, 9. OSHD 9004; and ?,

10. OSHD 9953 (Sunset-Pacific Coast Highway 217 Overlay). 12/18/87

As always, if there is any charge for the copying of any documents please advise and I will arrange for payment. I appreciate your continued cooperation and assistance.

Very truly yours,

Bob O'H

Robert L. O'Halloran

RLO/me

cc: The American Insurance Company

RECEIVED
JAN [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9855

November 18, 1987

The American Insurance Company
Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

CON 5 - #9855

On January 22, 1987, we wrote to you concerning release of final payment on Contract No. 9855 awarded to Railco Multi Construction, Inc. dba Roadway Constructors Corporation & R. A. Hatch Co., JV for work on the Powell Boulevard-Heiney Road Section of FAU 9867 in Multnomah County.

Final payment on this contract was $3,875.91 and the total contract amount was $2,019,393.74 including $77,229.81 for work performed under force account.

We are sorry for the delay of this information.

Fran Neavoll
COMMISSION SERVICES

bk

cc: Railco Multi Construction, Inc.
dba Roadway Constructors Corporation
& R. A. Hatch Co., JV
P.O. Box 6179
Bend, OR 97708

Corroon & Black
P.O. Box 8699
Portland, OR 97207

bc: Chuck Fredrickson
Walt Hart
Rick Kuehn

jc cc: OSHD (L. W. Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 6	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 9/21/87	REPORT MADE BY Larry Heil, Assistant Area Engineer		PROJECT NO. IX-9867(9)
COMPLETION DATE (Actual) 10/27/85	ACCEPTANCE DATE BY CONRTACT AGENCY 1/15/87	TIME ELAPSED 100 %	CONTRACT TIME 450 C.D.

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: ***The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.***

POWELL BLVD. - HEINEY RD.
FAU 9867
Grading, Paving, Signing, Illumination & Landscaping

This project provided for construction of a new section of roadway ranging from a four-lane section with curb, sidewalk, and median bikeway at the north end of the project to a two-lane section with bikeway at the south end. There were extensive sound walls incorporated into the construction along with drainage, lighting, signals, signing and landscaping.

The contract was awarded to Railco Multi Const, Inc. & R.A. Hatch, Co. on 7/20/84. Work started 7/23/84 and was completed 10/27/85 within the allotted contract time. The final project cost overran the original authorization of $2,076,807 by 13% due to overruns in roadway bid items. There was a $12,296 penalty for non-spec A.C. and CTB. There were no claims.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP 28 '87
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Larry Heil		SIGNATURE	
TITLE Assistant Area Engineer	DATE 9-23-87	TITLE District Engineer	DATE 9-25-87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

4-27-87

RECEIVED
APR 29 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4-27-87
Bryant,
As you know, I got a call from Riedel last week asking about assignments on Hatch contracts. I told him I had none except for Contract 9855 in which we had returned for a second surety's signature. He told me one had been filed last year. After talking to Jan Henry, she had this on file. Did you get a copy of it? In case not, here is one. I also note that the second surety has not signed it but it was filed last year and and she accepted it and just filed it. I **REITERATED** to her again to make sure if any are filed with her direct to send them to us for proper handling.

Fran Neavoll

RECEIVED
APR 27 1987
CONSTRUCTION SECTION

CE __ CAE J
COE __ OM __
OE __
CA __
CAM __
EEO __
SPC __ TC __
SA __ CC __
FE __ CP __
PQC __
QCS __
FILE __

4-29-87

Fran -

Yes, I got a belated copy. Assignments on this job are moot Due to contract violations and potential violations we will mak no further payments to anyone fo the next several months. Then we will authorize payments only t Hatch (or his sureties if they file the proper assignment). Thanks,

Bryant

4 1987
SERVICES
OF TRANSPORTATION

Orig sent direct to Hwy Acctg -

ASSIGNMENT OF CLAIM

Contract No.: 9594

FOR THE CONSIDERATION OF One Dollar ($1.00************) Dollars, to R. A. Hatch Co. paid, it hereby sell, assign and transfer the within claim for all future proceeds (including retention) of Oregon State Hithway Division Contract 9594, Columbia River Highway - N.E. 39th - N.E. 87th

to Riedel International, Inc. and authorize and empower said Riedel International, Inc. to act as agent for R. A. Hatch Co. and in its name, place and stead, to verify said claim and to sign, receipt for and receive any warrant that may hereinafter be drawn on the Treasurer of the State of Oregon or the various counties within the State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim in interest in and to said funds. And provided further that this assignment shall not in any way jeopardize the interest of person's furnishing labor or materials in connection with the performance of the contract, or which may in any way impair the funds available for such purposes, but any assignment of funds before the completion of the job and before all claims and debts incurred in the performance of the work had been paid shall be void as against the debts or claims incurred in connection with the performance of said work.

Witness my hand this 7th day of February, 1986

Executed in the presence of us as witnesses:

R. A. HATCH CO.
Robert Hatch Pres.
CONTRACTOR

THE AMERICAN INSURANCE COMPANY
By: James F. Darby
SURETY James F. Darby, Attorney-in-fact

Lynette S Harris

734-1204(1-84)

RECEIVED
APR 29 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9855

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-166		State OREGON
PROJECT REPORT NUMBER		County MULTNOMAH
MODIFICATION NUMBER 4		Project Number IX-9867(9)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

3-19-87

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 30, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,366,614	$ 2,380,801
Federal funds	$ 509,362 1,502,256	$ 509,362 (177) 1,514,315 (580)
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19TH day of MAR, 19 '87.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon March 16, 1987

Federal-Aid Project No. IX-9867(9)

Powell Blvd.-Heiney Rd. Section
FAU 9867
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 168+41 thru Eq. 204+29.58 = 25+16.32 to 25+65)(City Portion)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Barricades	$ 80.00	28	$ 2,240.00	30	$ 2,400.00
Treated Base Mixtures	7.50	9,841	73,807.50	11,317.93	84,884.50
Asphalt Cement Mixture	170.00	253	43,010.00	254.18	43,210.00
	SUBTOTAL		$119,057.50		$130,494.50

Increase	$ 11,437.00
SUBTOTAL from previous estimate of February 6, 1986	1,187,615.00
Total	$1,199,052.00

Type Code 1000
Roadway (Sta. 27+30 to 63+50)(County Portion)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Embankment in Place	$ 5.00	7.382	$ 36,910.00	7,932	$ 39,660.00
		SUBTOTAL	$ 36,910.00		$ 39,660.00

Increase	$ 2,750.00
SUBTOTAL from previous estimate of February 6, 1986	872,622.74
Subtotal	$ 875,372.74
Engineering	99,045.26
Total	$ 974,418.00

Type Code Y030
Illumination (Sta. 168+41 to 25+65)(City Portion)

TOTAL as on Estimate of February 6, 1986 $ 102,375.00

Type Cpde Y003
Landscaping (Sta. 107+50 to 25+65)(City Portion)

TOTAL as on Estimate of February 6, 1986 $ 77,947.00

Type Code Y003
Landscaping (Sta. 27+30 to 63+50)(County Portion)

TOTAL as on Estimate of February 6, 1986 $ 4,218.00

Length of Project ---------------- 1.406 mi.

Cost of Roadway Per Mile --------- $1,545,853.49

Retain in Reserve
City Portion

TOTAL as on Estimate of February 6, 1986 $ 19,698.00

County Portion

TOTAL as on Estimate of February 6, 1986 $ 3,093.00

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	City Funds	County Funds
Roadway (City)	580	$1,199,052	$1,019,194	$179,858	$ ----
Roadway (Co.)	580	375,168	318,892	---	56,276
Roadway (Co.)	177	599,250	509,362	---	89,888
Illum. (City)	580	102,375	87,018	15,357	----
Landscape(City)	580	77,947	66,254	11,693	----
Landscape(Co.)	580	4,218	3,585	---	633
SUBTOTAL		$2,358,010	$2,004,305	$206,908	$146,797
Reserve					
City	580	$ 19,698	$ 16,743	$ 2,955	$ ---
County	580	3,093	2,629	---	464
TOTAL		$2,380,801	$2,023,677	$209,863	$147,261

SubJob 011: 57% (City); SubJob 021: 43% (County)
Contract No. 09855
Prefix: C226-1904
Prefix: C09855

NONPARTICIPATING STATE WORK

Single Mailbox Supports	Each	8	100.00	$ 800.00
Multiple Mailbox Supports	Each	1	250.00	250.00
TOTAL				$1,050.00

DDB:pf

9355

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	2-105
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	3

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

2-11-86

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

State: Oregon
County: Multnomah
Project Number: IX-9867(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 30, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,286,358.00	$ 2,366,614.00
Federal funds	$ 1,502,256.00 441,145.00	$ 1,502,256.00 (580) 509,362.00 (177)
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11TH day of FEB, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XMXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 6, 1986

FEDERAL AID PROJECT NO. IX-9867(9)

Powell Blvd.-Heiney Rd. Section
FAU 9867(9)
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
Roadway (Sta. 168+41 thru EQ. 204+29.58 = 25+16.32 to Sta. 25+65)(City Portion)

Total as on Estimate of November 1, 1985	$1,187,615.00

TYPE CODE I000
Roadway (Sta. 27+30 to Sta. 63+50)(County Portion)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class C Asphalt Concrete Mixture	$ 12.00	4,200	$50,400.00	5,955	$ 71,460.00
Asphalt Cement in Mixture	170.00	253	43,010.00	324	55,080.00
Subexcavate & Shoring (F.A. #3)					47,125.74
			$93,410.00		$173,665.74

Increase	$ 80,255.74
Subtotal from Estimate of July 25, 1984	792,367.00
Subtotal	$872,622.74
Engineering	99,045.26
Total	$971,668.00

TYPE CODE Y030
Illumination (Sta. 168+41 to Sta. 25+65)(City Portion)

Total as on Estimate of July 25, 1984	$102,375.00

TYPE CODE Y003
Landscaping (Sta. 107+50 to Sta. 25+65)(City Portion)

Total as on Estimate of July 25, 1984	$ 77,947.00

TYPE CODE Y003
Landscaping (Sta. 27+30 to Sta. 63+50)(County Portion)

Total as on Estimate of July 25, 1984	$ 4,218.00

Length of Project ---------------------- 1.406 mi.
Cost of Roadway Per Mile -------------- $1,610,411.81

RETAIN IN RESERVE
City Portion

Total as on Estimate of July 25, 1984	$ 19,698.00

County Portion

Total as on Estimate of July 25, 1984	$ 3,093.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	City Funds	County Funds
Roadway (City)	580	$1,187,615.00	$1,009,472.00	$178,143.00	$ ---
Roadway (County)	580	372,418.00	316,555.00	---	55,863.00
Roadway (County)	177	599,250.00	509,362.00	---	89,888.00
Illumination (City)	580	102,375.00	87,018.00	15,357.00	---
Landscape (City)	580	77,947.00	66,254.00	11,693.00	---
Landscape (County)	580	4,218.00	3,585.00	---	633.00
SUBTOTAL		$2,343,823.00	$1,992,246.00	$205,193.00	$146,384.00
RESERVE					
City	580	$ 19,698.00	$ 16,743.00	$ 2,955.00	$ ---
County	580	3,093.00	2,629.00	---	464.00
TOTAL		$2,366,614.00	$2,011,618.00	$208,148.00	$146,848.00

Group 011: 57% (City); Group 021: 43% (County)
Contract No. 9855
Prefix: 226-1904 (P.E.)
Prefix: C09855

NONPARTICIPATING STATE WORK

Single Mailbox Supports	Each	8	100.00	$ 800.00
Multiple Mailbox Supports	Each	1	250.00	250.00
TOTAL				$1,050.00

RLC:me

9855

STATE COPY ✓

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-67		State OREGON
PROJECT REPORT NUMBER		County MULTNOMAH
MODIFICATION NUMBER 2	11-15-85	Project Number IX-9867(9)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 30, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,209,638	$ 2,286,358
Federal funds	$ 1,502,256 375,933	$ 1,502,256 (580) 441,145 (177)
Other revisions		

This modification is made for the following reasons: To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of NOV, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ____________________

Manager, Program Section
(Title)

BX FOR: Larry Rulien

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 1, 1985

FEDERAL AID PROJECT NO. IX-9867(9)

POWELL BLVD.-HEINEY RD. SECTION
FAU 9867(9)
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (Sta. 168+41 Thru EQ. 204+29.58 = 25+16.32 to Sta. 25+65)(City Portion)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Two Temp. Lights in Wood Poles (PA #6A)	$ --	--	--	--	$ 2,524.00
Temporary Striping (PA #18A)	--	--	--	--	2,864.29
Asphalt Adjustment April (Adj. #1A)	9.00	--	--	--	2,458.04
Asphalt Adjustment August (Adj. #3A)	--	--	--	--	1,024.65
Temp. Erosion Control (FA #2)	--	--	--	--	2,500.00
Subexcavate & Shoring (FA #3)	--	--	--	--	47,125.74
Flaggers (FA #6)	--	--	--	--	4,879.16
Install Illum. Elec. Circuit	--	--	--	--	3,343.06
SUBTOTAL					$66,718.94

Increase	$ 66,718.94
SUBTOTAL from Estimate of August 16, 1985	1,002,222.74
Subtotal	$1,068,941.68
Engineering	118,673.32
Total	$1,187,615.00

TYPE CODE I000
ROADWAY (Sta. 27+30 to Sta. 63+50)(County Portion)

Total as on Estimate of July 25, 1984 $ 891,412.00

TYPE CODE Y030
ILLUMINATION (Sta. 168+41 to Sta. 25+65)(City Portion)

Total as on Estimate of July 25, 1984 $ 102,375.00

TYPE CODE Y003
LANDSCAPING (Sta. 107+50 to Sta. 25+65)(City Portion)

Total as on Estimate of July 25, 1984 $ 77,947.00

TYPE CODE Y003
LANDSCAPING (Sta. 27+30 to Sta. 63+50)(County Portion)

Total as on Estimate of July 25, 1984 $ 4,218.00

Length of Roadway ----------------- 1.406 mi.

Cost of Roadway Per Mile ---------- $1,555,367.71

SUMMARY OF FUNDS (85%)

Description	Group	Total Cost	Federal Funds	City Funds	County Funds
Roadway (City)	1	$1,187,615.00	$1,009,472.00	$178,143.00	$ ---
Roadway (County)	2	891,412.00	757,700.00	---	133,712.00
Illumination (City)	1	102,375.00	87,018.00	15,357.00	---
Landscape (City)	1	77,947.00	66,254.00	11,693.00	---
Landscape (County)	1	4,218.00	3,585.00	---	633.00
SUBTOTAL		$2,263,567.00	$1,924,029.00	$205,193.00	$ 134,345.00
RESERVE					
City	1	$ 19,698.00	$ 16,743.00	$ 2,955.00	$ ---
County	2	3,093.00	2,629.00	---	464.00
TOTAL		$2,286,358.00	$1,943,401.00	$208,148.00	$ 134,809.00

Group 1: 57%; Group 2: 43%
Contract No. 9855
Prefix: 226-1904 (PE)
Prefix: C09855

Appn Code: 177
580

NONPARTICIPATING STATE WORK

Single Mailbox Supports	Each	8	100.00	$ 800.00
Multiple Mailbox Supports	Each	1	250.00	250.00
	TOTAL			$1,050.00

RLC:pf

9855

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 8 81 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 8-26-85	Form Approved; O M B No. 04-R2089 State Oregon County Multnomah Project Number IX-9867(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 30, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,076,807	$ 2,209,638
Federal funds	1,502,256 (580) $ 263,027 (177)	1,502,256 (580) $ 375,933 (177)
Other revisions		

This modification is made for the following reasons: to include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26TH day of AUG, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXy For: E.S. Hunter

Acting State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A

Previous editions are obsolete

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 14, 1985

FEDERAL AID PROJECT NO. IX-9867(9)

POWELL BLVD.-HEINEY RD. SECTION
FAU 9867(9)
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. 168+41 THRU EQ. 204+29.58=
25+16.32 TO STA. 25+65) City Portion

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Embankment in Place	$ 5.00	7,382	$36,910.00	13,330.20	$66,651.00
Furnishing and Placing Topsoil (PA 10)	10.00	820	8,200.00	2,020	20,200.00
Treated Base Mixture	7.50	8,886	66,645.00	11,387.26	85,404.45
Aggregate Base	7.00	75	525.00	1,533.53	10,734.71
Asphalt Cement in Mixture	170.00	302.3	51,391.00	3,244.78	55,161.26
12-inch Storm Sewer Pipe	17.00	1,392	23,664.00	1,681	28,577.00
Concrete Manholes	1,200.00	11	13,200.00	21	25,200.00
Gravel in Drains (PA #2, PA #12)	25.00	36	900.00	582.06	14,551.50
2"-0 Aggregate Subbase (PA #3A)	10.95			1,325.28	14,511.82
Traffic Signal Revision (PA #4A)	13,275.00			100%	13,275.00
			$201,435.00		$334,266.74

Increase	$ 132,831.74
Subtotal from Estimate of July 25, 1984	869,391.00
Subtotal	$1,002,222.74
Engineering	108,673.26
Total	$1,110,895.00

TYPE CODE Y030
ILLUMINATION (STA. 168+41 to STA. 25+65)(CITY PORTION)

Total as on Estimate of July 25, 1984 $ 102,375.00

TYPE CODE Y003
LANDSCAPING (STA. 107+50 to STA. 25+65)(CITY PORTION)

Total as on Estimate of July 25, 1984	$ 77,947.00

TYPE CODE I000
ROADWAY (STA. 27+30 to STA. 63+50)(COUNTY PORTION)

Total as on Estimate of July 25, 1984	$ 891,412.00

TYPE CODE Y003
LANDSCAPING (STA. 27+30 to STA. 63+50)(COUNTY PORTION)

Total as on Estimate of July 25, 1984	$ 4,218.00
Length of Roadway	1.406 mi.
Cost of Roadway Per Mile	$1,555,367.71

SUMMARY OF FUNDS 85%

Description	Group	Total Cost	Federal Funds	City Funds	County Funds
Roadway (City)	1	$ 1,110,895.00	$ 944,260.00	$ 166,635.00	$ ---
Roadway (County)	2	891,412.00	757,700.00	---	133,712.00
Illumination (City)	1	102,375.00	87,018.00	15,357.00	---
Landscape (City)	1	77,947.00	66,254.00	11,693.00	---
Landscape (County)	2	4,218.00	3,585.00	---	633.00
SUBTOTAL		$ 2,186,847.00	$ 1,858,817.00	$ 193,685.00	$ 134,345.00
RESERVE					
City	1	$ 19,698.00	$ 16,743.00	$ 2,955.00	$ ---
County	2	3,093.00	2,629.00	---	464.00
TOTAL		$ 2,209,638.00	$ 1,878,189.00	$ 196,640.00	$ 134,809.00

Group 1 57%; Group 2 43%
Contract No. 9855
Prefix: 226-1904 P.E.
Prefix: C9855

Appn Code 177
580

RLC:bkb

NONPARTICIPATING ITEMS

CITY PORTION

Single Mailbox Supports	Each	1	100	$ 100.00
			Total	$ 100.00

COUNTY PORTION

Single Mailbox Supports	Each	8	100	$ 800.00
Multiple Mailbox Supports	Each	1	250	250.00
			Total	$ 1,050.00

9255 t

TO BE COMPLETED BY FHWA

84 + 8-5

U.S. Department of Transportation
Federal Highway Administration

FEDERAL-AID PROJECT AGREEMENT

7-2-84

STATE
Oregon

COUNTY
Multnomah

PROJECT NO.
IX-9067(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., N 1.15 mi. of US 26, S. 2.56 mi. (Powell Blvd.-Heiney Rd. Section)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-6-84	1.406
OTHER *(Specify)*		

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT
$ 2,076,807.00

FEDERAL FUNDS
$ 1,765,283.00

263,027.00 - 177
1502,256.00 - 580

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Gary C. Potter

Manager, Program Section
(Title)
XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By __________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By __________
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JUL 30 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 25, 1984

FEDERAL AID PROJECT NO. IX-9867(9)

POWELL BLVD.-HEINEY RD. SECTION
FAU 9867(9)
MULTNOMAH COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (Sta. 168+41 thru Equa. 204+29.58 = 25+16.32 to Sta. 25+65)
CITY PORTION

Mobilization	Lump Sum	55%	Lump Sum	$ 68,750.00
Temporary Protection and Direction of Traffic	Lump Sum	50%	Lump Sum	5,000.00
Temporary Signs	Sq. Ft.	200	10.00	2,000.00
Temporary Barricades	Each	12	80.00	960.00
Temporary Reflective Pavement Markers	Each	204	4.00	816.00
Flaggers	Hour	600	8.00	4,800.00
Clearing and Grubbing	Lump Sum	50%	Lump Sum	19,000.00
Removal of Structures and Obstructions	Lump Sum	70%	Lump Sum	3,500.00
Embankment in Place	Cu. Yd.	7,382	5.00	36,910.00
Trench Excavation	Cu. Yd.	2,587	4.00	10,348.00
Finishing Roadbed and Slopes	Lump Sum	50%	Lump Sum	7,000.00
Furnishing and Placing Topsoil	Cu. Yd.	820	10.00	8,200.00
Watering	M-Gal.	75	15.00	1,125.00
Structure Excavation	Cu. Yd.	448	6.00	2,688.00
Special Wall Backfill	Cu. Yd.	177	10.00	1,770.00
Treated Base Mixture	Ton	9,250	7.50	69,375.00
Cement in Treated Base Mixture	Ton	510	60.00	30,600.00
Aggregate Base	Ton	75	7.00	525.00
Class "C" Asphalt Concrete Mixture	Ton	5,250	12.00	63,000.00
Asphalt Cement in Mixture	Ton	315	170.00	53,550.00
Hydrated Lime in Mixture	Ton	65	1.00	65.00
Concrete in Walls	Cu. Yd.	70	200.00	14,000.00
Reinforcement in Walls	Lb.	1,080	0.50	540.00
Precast Concrete Panels	Sq. Ft.	18,570	7.00	129,990.00
Precast Concrete Pilasters	Lin. Ft.	2,320	35.00	81,200.00
Pilaster Footings	Lin. Ft.	790	20.00	15,800.00
Concrete Steps	Lump Sum	All	Lump Sum	500.00
Concrete Stairway with Handrail	Lump Sum	All	Lump Sum	2,500.00
12-inch Storm Sewer Pipe	Lin. Ft.	1,392	17.00	23,664.00

18-inch Storm Sewer Pipe	Lin. Ft.	600	23.00	13,800.00
24-inch Storm Sewer Pipe	Lin. Ft.	670	28.00	18,760.00
30-inch Storm Sewer Pipe	Lin. Ft.	830	37.00	30,710.00
36-inch Storm Sewer Pipe	Lin. Ft.	190	48.00	9,120.00
6-inch PVC Conduit	Lin. Ft.	1,260	4.00	5,040.00
Concrete Manholes	Each	11	1,200.00	13,200.00
Concrete Inlets, Type CG-1	Each	30	350.00	10,500.00
Concrete Inlets, Type CG-2	Each	10	400.00	4,000.00
4-inch Drain Pipe	Lin. Ft.	610	3.00	1,830.00
6-inch Drain Pipe	Lin. Ft.	80	5.00	400.00
Gravel in Drains	Cu. Yd.	36	25.00	900.00
CL-3R Chain Link Fence	Lin. Ft.	90	8.00	720.00
Concrete Walks	Sq. Yd.	2,605	10.00	26,050.00
Concrete Driveways	Sq. Yd.	213	14.00	2,982.00
Concrete Curbs	Lin. Ft.	11,505	3.00	34,515.00
Concrete Islands	Cu. Yd.	30	110.00	3,300.00
Extra for Asphalt Approaches	Each	9	175.00	1,575.00
Geotextile Fabric in Drains	Sq. Yd.	368	1.00	368.00
Reconstructing Manholes	Each	18	410.00	7,380.00
Capping Inlets	Each	2	90.00	180.00
2-inch Electrical Conduit	Lin. Ft.	140	6.00	840.00
Concrete Junction Boxes	Each	4	250.00	1,000.00

SIGNING

Removal of Existing Sign Installations	Lump Sum	70%	Lump Sum	245.00
Sign Support Footings	Lump Sum	60%	Lump Sum	600.00
Pipe Sign Posts	Lump Sum	60%	Lump Sum	3,600.00
Type "C" and "D" Signs In Place	Sq. Ft.	90	10.00	900.00
Type "EE" Signs in Place	Sq. Ft.	25	10.00	250.00
Type "I" Signs in Place	Sq. Ft.	9	10.00	90.00
Type "T" Signs in Place	Sq. Ft.	28	10.00	280.00
Type "U" Signs in Place	Sq. Ft.	11	20.00	220.00
				$ 851,531.00

ANTICIPATED ITEMS

Railroad Protective Cost	Lump Sum	100%	Lump Sum	$ 4,800.00
Permanent Pavement Striping	Lump Sum	50%	Lump Sum	2,250.00
Temporary Pavement Striping	Lump Sum	10%	Lump Sum	210.00
Remove Pavement Striping (Exist. & Temp.)	Lump Sum	100%	Lump Sum	600.00
Temporary Erosion Control	Lump Sum	50%	Lump Sum	10,000.00
				$ 17,860.00
		SUBTOTAL		$ 869,391.00
		Engineering		108,673.00
		TOTAL		$ 978,064.00

TYPE CODE Y030
ILLUMINATION (Sta. 168+41 to Sta. 25+65)(City Portion)

Pole Foundations	Lump Sum	All	Lump Sum	$ 28,000.00
Roadway Lighting Poles and Davit Arms	Lump Sum	All	Lump Sum	33,000.00
Luminaires and Ballasts	Lump Sum	All	Lump Sum	5,000.00
Conduit, Wiring, Lamps, Etc.	Lump Sum	All	Lump Sum	25,000.00
		SUBTOTAL		$ 91,000.00
		Engineering		11,375.00
		TOTAL		$ 102,375.00

TYPE CODE Y003
LANDSCAPING (Sta. 107+50 to Sta. 25+65)(City Portion)

Seeding, Fertilizing and Mulching	Acre	2	750.00	$ 1,500.00
Furnishing and Planting Deciduous Trees	Each	89	100.00	8,900.00
Furnishing and Planting Shrubs	Each	293	9.00	2,637.00
Furnishing and Planting Groundcover	Each	23,133	0.60	13,879.80
Soil Conditioner	Cu. Yd.	350	10.00	3,500.00
Bark Mulch	Unit	47	110.00	5,170.00
Sod Lawn	Sq. Yd.	340	5.00	1,700.00
Irrigation System	Lump Sum	All	Lump Sum	32,000.00
		SUBTOTAL		$ 69,286.80
		Engineering		8,660.20
		TOTAL		$ 77,947.00

TYPE CODE I000
ROADWAY (Sta. 27+30 to Sta. 63+50)(County Portion)

Mobilization	Lump Sum	45%	Lump Sum	$ 56,250.00
Temporary Protection and Direction of Traffic	Lump Sum	50%	Lump Sum	5,000.00
Temporary Signs	Sq. Ft.	210	10.00	2,100.00
Temporary Barricades	Each	28	80.00	2,240.00
Temporary Concrete Barrier, Reflectorized	Lin. Ft.	75	10.00	750.00
Flaggers	Hour	1,400	8.00	11,200.00

ROADWORK

Clearing and Grubbing	Lump Sum	50%	Lump Sum	19,000.00
Removal of Structures and Obstructions	Lump Sum	30%	Lump Sum	1,500.00
Ditch Excavation	Cu. Yd.	126	6.00	756.00
Embankment in Place	Cu. Yd.	16,153	5.00	80,765.00
Trench Excavation	Cu. Yd.	2,288	4.00	9,152.00

Finishing Roadbed and Slopes	Lump Sum	50%	Lump Sum	7,000.00
Watering	M-Gal.	260	15.00	3,900.00
Structure Excavation	Cu. Yd.	1,622	6.00	9,732.00
Special Wall Backfill	Cu. Yd.	1,268	10.00	12,680.00
Treated Base Mixture	Ton	10,350	7.50	77,625.00
Cement in Treated Base Mixture	Ton	570	60.00	34,200.00
Aggregate Base	Ton	5,500	7.00	38,500.00
Class "C" Asphalt Concrete Mixture	Ton	4,400	12.00	52,800.00
Asphalt Cement in Mixture	Ton	265	170.00	45,050.00
Hydrated Lime in Mixture	Ton	55	1.00	55.00
Concrete in Walls	Cu. Yd.	536	200.00	107,200.00
Reinforcement in Walls	Lb.	39,100	0.50	19,550.00
12-inch Culvert Pipe	Lin. Ft.	34	20.00	680.00
12-inch Storm Sewer Pipe	Lin. Ft.	1,888	17.00	32,096.00
18~~12~~-inch Storm Sewer Pipe	Lin. Ft.	140	23.00	3,220.00
36-inch Storm Sewer Pipe	Lin. Ft.	420	~~4800~~ 48.00	20,160.00
42-inch Storm Sewer Pipe	Lin. Ft.	540	74.00	39,960.00
Concrete Manholes	Each	6	1,200.00	7,200.00
Concrete Inlets, Type CG-1	Each	27	350.00	9,450.00
Concrete Inlets, Type D	Each	1	500.00	500.00
8-inch Drain Pipe	Lin. Ft.	264	5.00	1,320.00
Gravel in Drains	Cu. Yd.	24	25.00	600.00
Guard Rail, Type 2A	Lin. Ft.	188	12.00	2,256.00
Guard Rail Anchors, Type 1	Each	1	350.00	350.00
Guard Rail Anchors, Type 1 Modified	Each	1	400.00	400.00
Rail End Pieces, Type C	Each	2	85.00	170.00
Concrete Walks	Sq. Yd.	1,875	10.00	18,750.00
Concrete Driveways	Sq. Yd.	317	14.00	4,438.00
Concrete Curbs	Lin. Ft.	7,210	3.00	21,630.00
Extra For Asphalt Approaches	Each	21	175.00	3,675.00
Geotextile Fabric in Drains	Sq. Yd.	132	1.00	132.00
Loose Riprap, Class 50	Cu. Yd.	80	20.00	1,600.00
Adjusting Manholes	Each	11	150.00	1,650.00
Reconstructing Manholes	Each	15	410.00	6,150.00
Adjusting Inlets	Each	1	100.00	100.00
Capping Inlets	Each	2	90.00	180.00
SIGNING				
Removal of Existing Sign Installations	Lump Sum	3 ~~4~~0%	Lump Sum	105.00
Sign Support Footings	Lump Sum	40%	Lump Sum	400.00
Pipe Sign Posts	Lump Sum	40%	Lump Sum	2,400.00
Type "C" and "D" Signs in Place	Sq. Ft.	85	10.00	850.00
Type "EE" Signs in Place	Sq. Ft.	25	10.00	250.00
Type "T" Signs in Place	Sq. Ft.	25	10.00	250.00
Move and Reinstall Existing Signs	Lump Sum	All	Lump Sum	300.00
				$ 778,227.00

$ 778,227.00

ANTICIPATED ITEMS

Permanent Pavement Striping	Lump Sum	50% All	--	$ 2,250.00
Temporary Pavement Striping	Lump Sum	90% All	--	1,890.00
Temporary Erosion Control	Lump Sum	50% All	--	10,000.00
				$ 14,140.00
		SUBTOTAL		$ 792,367.00
		Engineering		99,045.00
		TOTAL		$ 891,412.00

TYPE CODE Y003
LANDSCAPING (Sta. 27+30 to Sta. 63+50)(County Portion)

Seeding, Fertilizing and Mulching	Acre	5	750.00	$ 3,750.00
		SUBTOTAL		$ 3,750.00
		Engineering		468.00
		TOTAL		$ 4,218.00

Length of Roadway ---------------- 1.406 mi.
Cost of Roadway Per Mile --------- $1,460,893.31

RETAIN IN RESERVE
CITY PORTION

Install Detector Loops	Lump Sum	100%	Lump Sum	$ 10,000.00
Water Meter Installation	Lump Sum	100%	Lump Sum	1,010.00
City of Gresham - Illumination	Lump Sum	100%	Lump Sum	6,500.00
		SUBTOTAL		$ 17,510.00
		Engineering		2,188.00
		TOTAL		$ 19,698.00

COUNTY PORTION

Relocate Brick and Board Fence	Lump Sum	100% All	--	$ 2,000.00
Replace Existing Landscaping	Lump Sum	100% All	--	750.00
		SUBTOTAL		$ 2,750.00
		Engineering		343.00
		TOTAL		$ 3,093.00

SUMMARY OF FUNDS (85%)

DESCRIPTION	GROUP	TOTAL COST	FEDERAL FUNDS	CITY FUNDS	COUNTY FUNDS
Roadway (City)	1	$ 978,064.00	$ 831,354.00	$146,710.00	$ --
Roadway (County)	2	891,412.00	757,700.00	--	133,712.00
Illumination(City)	1	102,375.00	87,018.00	15,357.00	--
Landscape (City)	1	77,947.00	66,254.00	11,693.00	--
Landscape (County)	2	4,218.00	3,585.00	--	633.00
SUBTOTAL		$2,054,016.00	$1,745,911.00	$173,760.00	$134,345.00
RESERVE					
City	1	$ 19,698.00	$ 16,743.00	$ 2,955.00	$ --
County	2	3,093.00	2,629.00	--	464.00
TOTAL		$2,076,807.00	$1,765,283.00	$176,715.00	$134,809.00

Group 1: 57%; Group 2: 43%
Contract No. 9855
Prefix: 226-1904 P.E.
Prefix: 226-1012

Appn Code 177 309,444 FF 263,027.00

CL:pf:bkb

580 - 1,767,363.00 1502256.00

NONPARTICIPATING ITEMS

CITY PORTION

Single Mailbox Supports	Each	1	100	$ 100.00
		TOTAL		$ 100.00

COUNTY PORTION

Single Mailbox Supports	Each	8	100	$ 800.00
Multiple Mailbox Supports	Each	1	250	250.00
		TOTAL		$1,050.00

9855

March 19, 1987

Allen, Kilmer, Schrader, Yazbeck & Chenoweth
Attorneys & Counselors
1600 Orbanco Building
1001 SW Fifth Avenue
Portland, OR 97204

Attention: Robert L. O'Halloran

As requested in your letter of February 27, 1987, we are attaching information on the status of Contracts 9594, 9877, 9865, [redacted] 9854, 9944, 9953, and 9935 as provided by our Construction Office.

If you have any questions concerning this information, please contact Bruce Walton. His number is 378-6594.

Fran Neavoll
COMMISSION SERVICES

bk

Attachment

bc: Bruce Walton

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

F. GORDON ALLEN
ANDREW K. CHENOWETH
JEFFREY M. KILMER*
CHARLES R. SCHRADER*
STEPHEN C. VOORHEES
JOSEPH A. YAZBECK, JR.

*ALSO ADMITTED IN WASHINGTON

CHRISTOPHER T. CARSON*
GEORGE V. EIGHMEY
GEORGE J. HIBBERT
FRED L. KOPATICH
JAMES P. LAURICK
THOMAS J. MURPHY
ROBERT L. O'HALLORAN
GREGORY B. SNOOK
LYNNIA K. WOODS

February 27, 1897

Ms. Fran Neavoll
Oregon State Highway Department
Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

Re: The American Insurance Company; R. A. Hatch Co., Roadway/Hatch Joint Venture

Dear Ms. Neavoll:

As you know, I represent The American Insurance Company.

On behalf of The American, I am trying to determine the status and the amounts of contract balances and retainage held by the Oregon State Highway Department on the following projects for which The American posted payment and performance bonds on behalf of R. A. Hatch Co., or Roadway/Hatch, Joint Venture:

1. OSHD 9594, Banfield 39th - 87th Avenue (we have submitted a request for release of retainage together with the consent of the contractor, and I understand that Mr. Jackmond is currently considering it);
2. OSHD 9877, Linn/Lane, California State Line;
3. OSHD 9865, Beaverton/Tigard Highway;
4. OSHD 9855, Powell-Heiny Road (I have received an assignment executed by R. A. Hatch Co. as managing partner of the Joint Venture and will forward it to you under separate cover in order to effect the release of the remaining proceeds);

5. OSHD 9854, Kittridge - 31st Avenue;

6. OSHD 9944, Ladd Canyon;

7. OSHD 9953, Sunset-Pacific Coast Highway;

8. OSHD 9935, Tigard/Willamette River.

I would appreciate it if you could provide me with this information at your very earliest convenience. Please call if you have any questions.

Very truly yours,

Bob O'Hall

Robert L. O'Halloran

770

cc: The American Insurance Company

RECEIVED
MAR 2 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Jan Henny for info
Referred to Walton

Status of Contracts

Contract 9594 will be addressed by O. B. Jackmond by separate letter.

Contract 9877 - Contractor must provide additional documentation before final payment can be made. We are holding $10,000.00 in retainage.

Contract 9865 - Contractor must provide additional documentation before final payment can be made. We are holding $145,000.00 in retainage.

Contract 9855 - The final pay estimate was prepared 1-14-87. Contractor must sign and return information to receive final payment.

Contract 9854 - Final pay estimate was prepared 1-9-87. Contractor must sign and return to receive final payment.

Contract 9944 - Contractor was paid in full 8-22-86.

Contract 9953 - Holding $74,744.91 until USDOL Labor Complaint has ben resolved.

Contract 9953 - Final pay estimate prepared 1-29-87. Contractor must sign and return to receive final payment.

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
GENERAL COUNSEL DIVISION
113 Transportation Building
Salem, Oregon 97310
Telephone: (503) 378-4259

March 10, 1987

Mr. Robert L. O'Halloran
Attorney at Law
1600 Orbanco Building
1001 S. W. Fifth Avenue
Portland, Oregon 97204

Re: Roadway/Hatch Joint Venture; The American Insurance Company;
Request for Release of Retainage on OSHD Contract 9855;
Claim File 8645-546574

Dear Mr. O'Halloran:

In reply to your request of March 5, 1987 it is necessary that the Highway Division receive documentation that R. A. Hatch is authorized to sign for the joint venture or secure the signature of someone representing Roadway Constructors Corp. on the Assignment of Claim. As soon as the information requested is received, the assignment will be processed.

Sincerely yours,

JACK L. SOLLIS
Attorney in Charge
Finance and Goverment Section

JLS:ab

✓cc : Fran Neavoll

no response

NOTED ON CARD
9/24/87

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

F. GORDON ALLEN
ANDREW K. CHENOWETH
JEFFREY M. KILMER*
CHARLES R. SCHRADER*
STEPHEN C. VOORHEES
JOSEPH A. YAZBECK, JR.

*ALSO ADMITTED IN WASHINGTON

CHRISTOPHER T. CARSON*
GEORGE V. EIGHMEY
GEORGE J. HIBBERT
FRED L. KOPATICH
JAMES P. LAURICK
THOMAS J. MURPHY
ROBERT L. O'HALLORAN
GREGORY B. SNOOK
LYNNIA K. WOODS

March 5, 1987

Fran Neaveoll
Department of Transportation
Commission Services
121 Transportation Building
Salem, Oregon 97310

Re: Roadway/Hatch Joint Venture; The American Insurance Company; Request for Release of Retainage on OSHD 9855; Claim File 864S-546574

Dear Ms. Neavoll:

Enclosed is the original executed Assignment of Claim which I understand is sufficient for the OSHD to release the remaining contract balance and retainage on this project by check made payable directly to The American Insurance Company and sent in care of our offices.

Please contact me immediately if you have any questions or if I can be of further assistance.

Very truly yours,

Bob O'Hall

Robert L. O'Halloran

RLO/me
Enclosure
cc: Levi J. Smith
E. Joseph Dean
The American Insurance Co.

RECEIVED
MAR 06 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON DEPARTMENT OF TRANSPORTATION

ASSIGNMENT OF CLAIM

Contract No.: OSHD 9855

FOR THE CONSIDERATION OF ______

($ 5.00) Dollars, to ______ paid, Roadway/Hatch joint venture hereby sell, assign and transfer the within claim for contract balances and retainage

to The American Insurance Company and authorize and empower said The American Insurance Company to act as agent for Roadway Constructors Corp./R.A. Hatch Co., J.V. and in its name, place and stead, to verify said claim and to sign, receipt for and receive any warrant that may hereinafter be drawn on the Treasurer of the State of Oregon or the various counties within the State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim in interest in and to said funds. And provided further that this assignment shall not in any way jeopardize the interest of person's furnishing labor or mater with the performance of the contract, or which may in any way available for such purposes, but any assignment of funds befc of the job and before all claims and debts incurred in the p work had been paid shall be void as against the debts or claims incurred in connection with the performance of said work.

not acceptable per [illegible] needs signature of Roadway Construction

Witness my hand this 2nd day of March, 19 87

Executed in the presence of us as witnesses:

Roadway Constructors Corp/R.A. Hatch Co.
J.V., by R.A. Hatch Co. Managing Partner

Robert Hatch Pres.
CONTRACTOR

The American Insurance Company

Douglas W. Hinkle
SURETY

734-1204(1-84)

ASSIGNMENT OF CLAIM

Contract No.: OSHD 9855

FOR THE CONSIDERATION OF ______________________

($ 5.00) Dollars, to ______ paid, Roadway/Hatch joint venture hereby sell, assign and transfer the within claim for contract balances and retainage

to The American Insurance Company and authorize and empower said The American Insurance Company to act as agent for Roadway Constructors Corp./R.A. Hatch Co., J.V. and in its name, place and stead, to verify said claim and to sign, receipt for and receive any warrant that may hereinafter be drawn on the Treasurer of the State of Oregon or the various counties within the State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim in interest in and to said funds. And provided further that this assignment shall not in any way jeopardize the interest of person's furnishing labor or materials in connection with the performance of the contract, or which may in any way impair tne funds available for such purposes, but any assignment of funds before the completion of the job and before all claims and debts incurred in the performance of the work had been paid shall be void as against the debts or claims incurred in connection with the performance of said work.

Witness my hand this 2nd day of March, 19 87

Executed in the presence of us as witnesses:

Roadway Constructors Corp/R.A. Hatch Co.
J.V., by R.A. Hatch Co. Managing Partner

Robert Hatch Pres.
CONTRACTOR

The American Insurance Company

Douglas W. Hinkle
SURETY

734-1204(1-84)

RECEIVED
MAR 06 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

GENERAL POWER OF ATTORNEY

THE AMERICAN INSURANCE COMPANY

KNOW ALL MEN BY THESE PRESENTS: That THE AMERICAN INSURANCE COMPANY, a Corporation duly organized and existing under the laws of the State of New Jersey, and having its principal office in the City and County of San Francisco, California, has made, constituted and appointed, and does by these presents make, constitute and appoint

-----DOUGLAS W. HINKLE-----

PORTLAND, OR

its true and lawful Attorney(s)-in-Fact, with full power and authority hereby conferred in its name, place and stead, to execute, seal, acknowledge and deliver any and all bonds, undertakings, recognizances or other written obligations in the nature thereof ------------------------

and to bind the Corporation thereby as fully and to the same extent as if such bonds were signed by the President, sealed with the corporate seal of the Corporation and duly attested by its Secretary, hereby ratifying and confirming all that the said Attorney(s)-in-Fact may do in the premises.

This power of attorney is granted pursuant to Article VIII, Section 30 and 31 of By-laws of THE AMERICAN INSURANCE COMPANY now in full force and effect.

"Article VIII, *Appointment and Authority Assistant secretaries, and Attorney-in-Fact and Agents to accept Legal Process and Make Appearances.*

Section 30, *Appointment.* The Chairman of the Board of Directors, the President, any Vice-President or any other person authorized by the Board of Directors, the Chairman of the Board of Directors, the President or any Vice-President, may, from time to time, appoint Resident Assistant Secretaries and Attorneys-in-Fact to represent and act for and on behalf of the Corporation and Agents to accept legal process and make appearances for and on behalf of the Corporation.

Section 31, *Authority.* The Authority of such Resident Assistant Secretaries, Attorneys-in-Fact, and Agents shall be as prescribed in the instrument evidencing their appointment, and any such appointment and all authority granted thereby may be revoked at any time by the Board of Directors or by any person empowered to make such appointment."

This power of attorney is signed and sealed under and by the authority of the following Resolution adopted by the Board of Directors of THE AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 28th day of September, 1966, and said Resolution has not been amended or repealed:

"RESOLVED, that the signature of any Vice-President, Assistant Secretary, and Resident Assistant Secretary of this Corporation, and the seal of this Corporation may be affixed or printed on any power of attorney, on any revocation of any power of attorney, or on any certificate relating thereto, by facsimile, and any power of attorney, any revocation of any power of attorney, or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Corporation."

IN WITNESS WHEREOF, THE AMERICAN INSURANCE COMPANY has caused these presents to be signed by its Vice-President, and its corporate seal to be hereunto affixed this 21st day of June 19 82.

THE AMERICAN INSURANCE COMPANY

By Richard William
Vice-President

STATE OF CALIFORNIA,
CITY AND COUNTY OF SAN FRANCISCO } ss.

On this 21st day of June, 19 82, before me personally came Richard Williams to me known, who, being by me duly sworn, did depose and say: that he is Vice-President of THE AMERICAN INSURANCE COMPANY, the Corporation described in and which executed the above instrument; that he knows the seal of said Corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Corporation and that he signed his name thereto by like order.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year herein first above written.

OFFICIAL SEAL
SUSIE K. GILBERT
NOTARY PUBLIC - CALIFORNIA
CITY & COUNTY OF SAN FRANCISCO
My Commission Expires Nov. 17, 1984

Susie K Gilbert
Notary Public

CERTIFICATE

STATE OF CALIFORNIA,
CITY AND COUNTY OF SAN FRANCISCO } ss.

I, the undersigned, Resident Assistant Secretary of THE AMERICAN INSURANCE COMPANY, a NEW JERSEY Corporation, DO HEREBY CERTIFY that the foregoing and attached POWER OF ATTORNEY remains in full force and has not been revoked; and furthermore that Article VIII, Sections 30 and 31 of the By-laws of the Corporation, and the Resolution of the Board of Directors, set forth in the Power of Attorney, are now in force.

Signed and sealed at the City and County of San Francisco. Dated the 2nd day of March, 19 87.

Loretta E. Crosley
Resident Assistant Secretary

March 9, 1987

Goldie Gentle Construction, Inc.
5241 N.E. 89th Ave.
Portland, OR 97220

CON 5 - 9855

Attention: William A. Gentle
President

We have received your letter dated February 3, 1987, addressed to the Secretary of State filing a claim against the following Highway Division contract:

FILED BY: Goldie Gentle Construction, Inc.

AMOUNT: $3,361.54

AGAINST (PRIME CONTRACTOR) Railco Multi Construction, Inc. dba Roadway Constructors Corp. and R. A. Hatch Co., JV

CONTRACT NO: 9855

PROJECT: Powell Boulevard-Heiney Road Section, FAU 9867, Multnomah County

SURETY: The American Insurance Co.

AGENT: Corroon and Black of Oregon

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: The American Insurance Co.
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

Railco Multi Construction, Inc. dba
Roadway Constructors Corp. and
R. A. Hatch Co., JV
P. O. Box 6179
Bend, OR 97708

bbc: Bryant Jackmond
FKN:slp

GOLDIE GENTLE CONSTRUCTION, INC.
5241 N. E. 89TH AVENUE
PORTLAND, OREGON 97220

FEBRUARY 3RD, 1987

STATE OF OREGON
SECRETARY OF STATE
143 CAPITOL BUILDING
SALEM, OREGON 97310

SUBJECT: PAYMENT DUE - O.S.H.D. CONTRACT NO. 9855
POWELL BLVD.-HEINEY ROAD
MULTNOMAH COUNTY
PRIME CONTRACTOR: ROADWAY CONSTRUCTORS INC./R. A. HATCH CO.
(A JOINT VENTURE)

GENTLEMEN:

WE HAVE A SUBCONTRACT WITH THE ABOVE NAMED PRIME CONTRACTOR ON THE ABOVE NAMED PROJECT DATED JULY 11TH, 1984 AND AS OF THIS DATE WE HAVE AN OUTSTANDING AMOUNT DUE OUR FIRM IN THE AMOUNT OF $3,361.54 FOR WORK PERFORMED IN ACCORDANCE WITH THE GENERAL CONTRACT AND THE SUBCONTRACT.

WE HEREBY NOW MAKE DEMAND ON THE PERFORMANCE AND PAYMENT BOND PROVIDED TO THE STATE OF OREGON BY THE PRIME CONTRACTOR FOR THE BALANCE OF MONIES DUE ON THIS SUBCONTRACT IN THE AMOUNT OF $3,361.54. THE BALANCE DUE IS BASED ON WORK PERFORMED TO DATE, ADDITIONAL AMOUNTS MAYBE DUE WHEN THIS PROJECT IS FINALLY COMPLETED AND ACCEPTED BY THE DEPARTMENT OF TRANSPORTATION.

SINCERELY,

GOLDIE GENTLE CONSTRUCTION, INC.

William A. Gentle

WILLIAM A. GENTLE,
PRESIDENT

CC: DEPARTMENT OF TRANSPORTATION, STATE OF OREGON
THE AMERICAN INSURANCE COMPANY
CORROON & BLACK OF OREGON, AGENT
ROADWAY CONSTRUCTORS, INC./ R. A. HATCH CO. (A JOINT VENTURE)

RECEIVED
FEB - 4 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

February 11, 1987

CON 5
9855

Bob O'Halloran
Allen, Kilmer, Schrader
Attorneys at Law
1001 SW 5th Avenue, Suite 1600
Portland, OR 97204

Per your telephone call to me today, we are enclosing an Assignment of Claim form for your use on Contract No. 9855 with Railco Multi Construction, Inc., dba Roadway Constructors Corporation and R. A. Hatch Co., a JV on the Powell Boulevard-Heiney Road Section Project.

As discussed with Jan Henry of the Accounting Office, funds will be held pending the receipt of this form with further instructions on the release of the final payment. If you have any questions on completing this form, please contact Jack Sollis, Chief Counsel for the Highway Division, at 378-4259. As you will note, the form requires the signature of the contractor and the surety.

Please return the completed form to 121 Transportation Building, Salem, OR 97310.

Fran Neavoll
COMMISSION SERVICES

FN:azm

Enclosure

cc: Railco Multi Construction, Inc.
dba Roadway Constructors Corporation
& R. A. Hatch Co., JV
P. O. Box 6179
Bend, OR 97708

The American Insurance Company
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

bc: Jack Sollis
Jan Henry
O. B. Jackmond
Bruce Walton

9855

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9855

TO: Commission Services

DATE: January 15, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9855, On Site Work Substantially Completed October 27, 1985

All Work Completed May 30, 1986

Project Powell Blvd.-Heiney Road

Highway FAU 9867

County Multnomah

Type of Work Grade, Pave, Sign, Illum., and Landscape

Contractor Railco Multi Construction and R. A. Hatch Co.

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1-22-87 -nSurety letter written.

RECEIVED
JAN 20 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9855

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(9)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO 80367

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE October 1, 1985

8. FEDERAL ROUTE NUMBER FAU 9867

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Powell Blvd. - Heiney Road

11. GENERAL DESCRIPTION OF WORK
Monument Highway Centerline

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A~~N AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 10/1/85 as requested in Mr. Fredrickson's letter of 1/2/87 as being cost effective for the use of STate forces to proceed with the above work.

State Force Order No. 8 is approved to a TEC of $16,500; Federal Funds $14,025.

RECEIVED
STAT. HWY ENGR
JAN 21 '87
REFER TO
Petter
FOR

14. DATE 1/21/87

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(9)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80367

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY [illegible]
DEC 16 '86
[illegible] Potter

7. DATE AUTHORIZATION EFFECTIVE October 20,1986

8. FEDERAL ROUTE NUMBER FAU 9867

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Powell Blvd. - Heiney Rd.

11. GENERAL DESCRIPTION OF WORK
Correction of erosion

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 10/20/86 as requested in Mr. Fredrickson's letter of 12/8/86 as being cost effective for the use of Multnomah County forces to proceed with the above work.

State Force Order No. 11 is approved to a TEC of $5,485; Federal Funds $4,662.

14. DATE 12/15/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hausner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(9)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80367

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE December 3, 1985

8. FEDERAL ROUTE NUMBER FAU 9867

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Powell Blvd. - Heiney Rd.

11. GENERAL DESCRIPTION OF WORK

Retaining wall sidewalk and downspout work

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 12/3/85 as requested in Mr. Fredrickson's letter of 7/16/86 as being cost effective for the use of Multnomah County forces to proceed with the above work.

State Force Order No. 9 Sup. is approved to a TEC of $9,664; Federal Funds $8,214.

RECEIVED
STATE HWY ENGR
AUG 1 '86
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 7/29/86

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

July 16, 1986

CON 5 - #9855

By-Town Pipe, Inc.
P.O. Box 1108
Tualatin, OR 97062

Attention: R. A. Town, Jr.
President

Thank you for your letter of June 27, 1986, advising us that your claim against Roadway-Hatch has been satisfied.

This appears to be in reference to a claim in the amount of $1,831.21 filed on April 1, 1986, against Contract No. 9855 for work on the Powell Boulevard-Heiney Road Section of FAU 9867 in Multnomah County.

This information will be noted in our records and we will advise the surety, agent, and contractor.

George Bell
Assistant Director

cc: Railco Multi Construction, Inc.
dba Roadway Constructors Corp.
& R. A. Hatch Co., a JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State: Filed 5-14-86 CL 1986-0184

bbc: Bryant Jackmond

FKN:cc

NOTED ON CARD
7-16-86cc

BY-TOWN PIPE, INC.

Mailing Address:
Post Office Box 1108
Tualatin, Oregon 97062
(503) 692-3885

Plant Locations:
19585 S.W. 118th Ave. - Tualatin, OR
4685 Tualatin Valley Highway - Hillsboro, OR
Oregon Wats: 1-800-648-6609

June 27, 1986

Mr. Robert Gormesen
Transportation Building
Room #121
Salem, OR 97310

SUBJECT: Contract Number 9855, Birdsdale-Towel Road

Dear Mr. Gormesen:

We are pleased to notify you that Roadway-Hatch have satisfied their account with us on the above subject contract.

We thank you for your help with this problem.

Very truly yours,
BY-TOWN PIPE, INC.

R. A. Town Jr.
R. A. Town, Jr.
President

cc: Roadway-Hatch
P. O. Box 6179
Bend, OR 97708

RECEIVED
JUN 30 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9855

R. A. HATCH CO.
Post Office Box 6179
BEND, OREGON 97708
(503) 382-8418

Memo

TO
Mr. Robert Gormsen
Commission Services
121 Transportation Bldg.
Salem, Or 97310

DATE June 10, 1986

SUBJECT: Claim Releases

Mr. Gormsen:

Attached are copies of all releases we have received to date. They cover projects 9854, 9855, 9865 and 9935. If you have any questions, please call.

Sincerely,

Vonnie Green

7/15/86
cc Bryant Jackmond
Sec of State

no resp to Hatch

RECEIVED
JUN 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MLCC-803-2

9855
9865

NOTED ON CARD
7/15/86 $ 1,506.59
claim filed on 9855 2/4/86
claim filed 9865
16,061.23 2/4/86

NOTED ON CARD
7/15/86

AGREEMENT

THIS AGREEMENT, made this 20th day of March, 1986, by and between Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, hereinafter "Payor", and Associated Sand & Gravel Co., Inc., hereinafter "Subcontractor or Supplier".

Subcontractor or Supplier has a Contract dated None with Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, in connection with the Beaverton-Tigard Interchange, Project 9865, and Powell-Heiney Road, Project #9855, hereinafter "Project".

Subcontractor or Supplier claims the amount of $16,077.78 ~~$14,520.83~~ is presently overdue and payable in connection with such Project.

Subcontractor or Supplier is in need of immediate payment. Payor has an interest in Subcontractor or Supplier continuing performance on the Project and is willing to make payment according to the terms and conditions outlined herein.

Payor has not had an opportunity to review in full whether and to what extent any amounts are owed to Subcontractor or Supplier.

NOW, THEREFORE, it is agreed:

1. Payor agrees to pay Subcontractor or Supplier the amount of $14,520.83, receipt of which is hereby acknowledged by Subcontractor or Supplier.
2. Subcontractor or Supplier represents that the amount being paid by Payor is overdue and payable at this time, under the terms of the Contract with Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, for the project.

7/15/86
cc Constr
Sec of State

3. Subcontractor or Supplier represents and warrants that it has paid all Subcontractors, Suppliers and employees and all other amounts due and owing to any other party arising out of or relating to its work performed as of March 20, 1986.

4. It is agreed that, in the event it is later determined that Subcontractor or Supplier was not owed the amount of ~~$14,520.83~~ $ 16,677.78, or any part thereof, for any reason including, without limitation, (1) work not performed by Subcontractor or Supplier, (2) obligations not paid by Subcontractor or Supplier, (3) offsets or backcharges against Subcontractor or Supplier, (4) if, for any other reason, such sums were not due Subcontractor or Supplier, or (5) if in the future Subcontractor or Supplier becomes indebted to Roadway Constructors Corp. or R. A. Hatch Co. for any reason, Subcontractor or Supplier agrees to reimburse Payor the difference between the amount paid pursuant to paragraph 1 and the amount owed, plus interest at the rate of 12 percent per annum from the date of this Agreement.

5. Subcontractor or Supplier hereby releases Roadway Constructors Corp. and R. A. Hatch Co., Joint Venture, from any and all claims of any kind, except for $1,556.95, arising out of or relating to the work performed on the Beaverton-Tigard Interchange Project and Powell-Heiney Rd. #9855 up to and including February 28, 1986.

6. Subcontractor or Supplier agrees to defend and indemnify Roadway Constructors Corp. and R. A. Hatch Co., its officers, agents and employees from any and all claims of any kind arising out of or relating to any breach of its representations and agreements contained herein.

7. Subcontractor or Supplier agrees to continue performance according to the terms of its contract with Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture.

ROADWAY CONSTRUCTORS CORP./
R. A. HATCH CO., A JOINT VENTURE

PAYOR ______________________

ASSOCIATED SAND & GRAVEL CO., INC.

SUBCONTRACTOR/
SUPPLIER ______________________

RECEIVED
JUN 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9855

claim not
filed with
ODOT

AFFIDAVIT AND PARTIAL WAIVER OF LIEN AND PARTIAL RELEASE

This is to certify that all obligations for labor and/or materials; all taxes, licenses, fees and/or insurance; and all other amounts due of whatever nature, which have arisen in any manner in connection with the performance of the contract between Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, and Arrow Bros., on Powell Blvd.-Heiney Road Project, or any work performed by Arrow Bros. on said Project as covered by its estimates through Estimate No. 15 for the period ending November 30, 1986, have been paid in full, and that there are no unsatisfied claims of any kind for such work or for injuries to persons and/or property occurring from or incidental to the performance or nonperformance of said contract, except as provided herein.

In consideration of the payment of the Estimates, Arrow Bros. does hereby:

1. waive and release any and all claims on any performance and payment bond of whatever nature it may have on the above-described Project, on account of labor and/or material furnished and work performed through the date of Estimate No. 15; provided, however, such waiver and release does not apply to retainage held in the amount of $12,871.22.

2. release and forever discharge Roadway Constructors Corp. and R. A. Hatch Co., Joint Venture, its officers, agents and employees of and from all claims, demands, liabilities and causes of action of every character whatsoever, whether known or unknown, arising out of or in connection with said work performed by Arrow Bros. on said Project through the date of Estimate No. 15; provided, however, such waiver and release does not apply to retainage held in the amount of $12,871.22.

3. agree to defend and indemnify Roadway Constructors Corp. and R. A. Hatch Co., Joint Venture, and its surety from any and all liability arising out of or relating to any claims made in connection with work performed by it on said Project through the date of Estimate No. 15;

7/15/86
a Bryant Jackmond
Sec of State

provided, however, such obligation does not apply to any claims for retainage held in the amount of $12,871.22.

EXECUTED at PORTLAND, OREGON, on this 21ST day of MARCH, 1986.

Attest: (If Corporation)

ARROW BROTHERS CORP. By BEDE NISHIMURA

(Seal) OFFICE MANAGER (Title)

SUBSCRIBED and sworn to before me by the said ______ on this the 21ST day of MARCH, 1986.

Robert A Skaggs
Notary Public for MULTNOMAH CTY, OR
MY COMMISSION EXPIRES 4-16-89

RECEIVED
JUN 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

985.5

claim not filed with ODOT

AGREEMENT

THIS AGREEMENT, made this 20th day of March, 1986, by and between Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, hereinafter "Payor", and Goldie Gentle Construction, hereinafter "Subcontractor or Supplier".

Subcontractor or Supplier has a Contract dated July 23, 1984 with Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture in connection with the Powell Blvd.-Heiney Road Project, hereinafter "Project".

Subcontractor or Supplier claims the amount of $19,893.59 is presently overdue and payable in connection with such Project.

Subcontractor or Supplier is in need of immediate payment. Payor has an interest in Subcontractor or Supplier continuing performance on the Project and is willing to make payment according to the terms and conditions outlined herein.

Payor has not had an opportunity to review in full whether and to what extent any amounts are owed to Subcontractor or Supplier.

NOW, THEREFORE, it is agreed:

1. Payor agrees to pay Subcontractor or Supplier the amount of $19,893.59, receipt of which is hereby acknowledged by Subcontractor or Supplier.

2. Subcontractor or Supplier represents that the amount being paid by Payor is overdue and payable at this time, under the terms of the Contract with Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, for the project.

7/15/86 Constr
cc Gen State

3. Subcontractor or Supplier represents and warrants that it has paid all Subcontractors, Suppliers and employees and all other amounts due and owing to any other party arising out of or relating to its work performed as of March 20, 1986.

4. It is agreed that, in the event it is later determined that Subcontractor or Supplier was not owed the amount of $17,056.09, or any part thereof, for any reason including, without limitation, (1) work not performed by Subcontractor or Supplier, (2) obligations not paid by Subcontractor or Supplier, (3) offsets or backcharges against Subcontractor or Supplier, (4) if, for any other reason, such sums were not due Subcontractor or Supplier, or (5) if in the future Subcontractor or Supplier becomes indebted to Roadway Constructors Corp. or R. A. Hatch Co. for any reason, Subcontractor or Supplier agrees to reimburse Payor the difference between the amount paid pursuant to paragraph 1 and the amount owed, ~~plus interest at the rate of 12 percent per annum from the date of this Agreement.~~ W.A.S.

5. Subcontractor or Supplier hereby releases Roadway Constructors Corp. and R. A. Hatch Co., Joint Venture, from any and all claims of any kind, except for retainage and quantity changes and possible open payable for retaining wall of #456., arising out of or relating to the work performed on the N.W.Kittridge-N.W. 31st Project up to and including March 20, 1986. W.A.S.

6. Subcontractor or Supplier agrees to defend and indemnify Roadway Constructors Corp. and R. A. Hatch Co., its officers, agents and employees from any and all claims of any kind arising out of or relating to any breach of its representations and agreements contained herein.

7. Subcontractor or Supplier agrees to continue performance according to the terms of its contract with Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture.

8. By making this payment, it is expressly understood that Payor is not agreeing to make any other payments due Subcontractor or Supplier under the terms of such contract.

PAYOR Gregg C [illegible]
TREASURER

SUBCONTRACTOR/
SUPPLIER William A. [illegible] PRESIDENT

RECEIVED
JUN 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9855

RELEASE OF CLAIM OR LIEN

claim filed
11/4/85
$1,323 44
already noted on card. as pd.

Subcontractor or supplier:

CASCADE CONSTRUCTION CO.
P.O. Box 4267
Portland, OR 97208

Contractor:

Roadway Constructors, Inc./R.A. HATCH CO, J.V.
Hopsing Construction Co. (subcontractor)

Owner:

Oregon State Highway Division
Salem, OR

Project:

OSHD Contract 9855
Powell Blvd - Heiney Rd.

In consideration of One thousand three hundred twenty three & 44/100 dollars ($1,323.44) and/or other valuable receipts paid by ____________, receipt of which is hereby acknowledged, the subcontractor or supplier listed above hereby releases all claims or liens or rights to lien or place claim against the above project, owner or contractor, or against bonds written for work on the above project.

Date: 3-4-86
Subcontractor or supplier: Cascade Construction Co Inc
By:
Title: John E MORRIS, Presid

RECEIVED
JUN 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7/15/86
cc Constr
Sec of State

9855

RELEASE OF CLAIM OR LIEN

claim ~~of~~
dated
11/26/85
$81,113.06
already
noted on
card
as
paid

Subcontractor or supplier:

CASCADE CONSTRUCTION COMPANY, INC.
P.O. BOX 4267
PORTLAND, OREGON 97208

Contractor:

R.A. HATCH CO.
P.O. BOX 6179
BEND, OREGON 97708

Owner:

OREGON STATE HIGHWAY DEPARTMENT

Project:

#9855 - POWELL - HEINEY ROAD

In consideration of EightyOne Thousand OneHundred Thirteen 06/100 **dollars ($** 81,113.06 **) and/or other valuable receipts paid by** R.A. Hatch Co.**, receipt of which is hereby acknowledged, the subcontractor or supplier listed above hereby releases all claims or liens or rights to lien or place claim against the above project, owner or contractor, or against bonds written for work on the above project.**

Date: 2-28-86
Subcontractor or supplier: Cascade Construction Company
By:
Title: JON E. MORRIS, Pres

RECEIVED
JUN 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7/15/86
"[illegible]
[illegible]

FKN:cc June 24, 1986

CON 5 - #9513, 9594, 9855
9854, & 9621

Wood Tatum Mosser Brooke & Landis
Law Offices
1001 Southwest Fifth Avenue
13th Floor
Portland, OR 97204-1129

Attention: Peter Livingston

Thank you for your letter of June 17, 1986, stating that the claim of $12,375.61 has been paid.

This was in connection with Contract No. 9621 with S. J. Groves & Sons Company for work on the South Banfield Interchange-S.E. Washington Street Section of the East Portland Freeway.

You had previously notified us that the following claims had been paid:

Contract No. 9513 with S. J. Groves & Sons Company in amount of $6,975.14

Contract No. 9594 with R. A. Hatch Co. in the amount of $49,443.45

Contract No. 9855 with Railco Multi Construction, Inc., dba Roadway Constructors Corp. & R. A. Hatch, a JV in the amounts of $1,323.44 and $81,113.06

Contract No. 9854 with Roadway Constructors Corp. and R. A. Hatch Co. in the amount of $2,013.18.

This information will be noted in our records and we will advise the surety and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
2255 116th Avenue N.E.
Bellevue, WA 98004

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

NOTED ON CARD
6-24-86 cc

bc: Secretary of State: Filed CL 1985-0218; 11-29-85
bbc: Bryant Jackmond FKN:cc

LAW OFFICES OF
WOOD TATUM MOSSER BROOKE & LANDIS
FOUNDED 1870
1001 SOUTHWEST FIFTH AVENUE, 13TH FLOOR
PORTLAND, OREGON 97204-1129
TELEPHONE (503) 224-5430

LOFTON L. TATUM
JOHN D. MOSSER
JOHN R. BROOKE
DONALD J. MORGAN
DAVID C. LANDIS
PETER G. VOORHIES
PAUL N. WONACOTT
JOE D. BAILEY
ROBERT I. SANDERS
JEFFREY E. BOLY
JOHN C. MERCER
WILLIAM P. BUREN
JOHN M. COWDEN
CRAIG C. MURPHY
KATHERINE H. O'NEIL
VICKI HOPMAN YATES
PETER LIVINGSTON
KIM JEFFERIES
BARBARA H. THOMPSON

FRED D. FAGG III
COUNSEL

ERSKINE B. WOOD
JOHN G. HOLDEN
OF COUNSEL

ERSKINE WOOD
(1879-1983)

RCA 296522
FAX 503-241-7235

June 17, 1986

Department of Transportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen
Commission Services

Re: Cascade/Hopsing Construction, Inc.
Our Ref: 321/85:JDM/PL

Cascade/R. A. Hatch
Our Ref: 343/85:JDM/PL

Gentlemen:

All claims on the following contracts have been paid in full:

1. Contract No. 9513 with S. J. Groves and Sons Company in the amount of $6,975.14.
2. Contract No. 9594 with R. A. Hatch Co. in the amount of $49,443.45.
3. Contract No. 9855 with Railco Multi Construction, Inc., dba Roadway Constructors Corp. and R. A. Hatch, A JV, in the amount of $1,323.44.
4. Contract No. 9855 with Railco Multi Construction, Inc., dba Roadway Constructors Corp. and R. A. Hatch, A JV, in the amount of $81,113.06.
5. Contract No. 9854 with Roadway Constructors Corp. and R. A. Hatch Co., in the amount of $2,013.18.

RECEIVED
JUN 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

6. Contract No. 9621 with S. J. Groves and Sons Company in the amount of $12,375.61.

Your records should reflect payment on the first five contracts. The sixth (No. 9621) was paid this week.

Very truly yours,

Peter Livingston
PETER LIVINGSTON

PL/jlt
13.13/PL
cc: Mark M. LeCoq, Esq.
Saundra Martell
S. J. Groves and Sons Company

RECEIVED
JUN 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9855

N

May 12, 1986

CON 5 - 9855

Landscaping Inc.
P.O. Box 23702
Tigard, OR 97223

Attention: Audrey Castile
President

This is in response to your letter of March 25, 1986, requesting payment from the State on Contract No. 9855 with Railco Multi Construction, Inc., dba Roadway Constructors Corporation and R. A. Hatch Co., for work on the Powell Boulevard-Heiney Road Section in Multnomah County.

This was in connection with a claim you filed on March 10, 1986, in the amount of $2,731.35.

The State has a policy not to make payments direct to claimants. We would suggest that since you have filed the claim properly to contact the surety, American Insurance Company, direct.

Please let us know when you have received payment.

Robert W. Gormsen
COMMISSION SERVICES

FKN: cb

S&L Landscaping Inc.
Audrey Castile President
Phone (503) 639-1395

March 25, 1986

Robert Gormsen
Dept. of Trans., Rm. 121
Transportation Building
Salem, Oregon 97310

RE: POWELL/HEINEY ROAD OSHD JOB #9855

Dear Mr. Gormsen:

Currently R.A. Hatch Company owes S & L Landscaping a balance of $2,731.35 on the Powell/Heiney job which we completed some time ago. The balance due is owed from the retainage on the contract #9855.

Since I have failed to receive payment from the contractor, I am requesting payment from the State of Oregon. Please inform me of the proper channels through which to request and receive the final payment for this contract.

Thank you for your time regarding this matter.

Sincerely,

Audrey Castile

Audrey Castile
President

P.O. Box 23702 Tigard, Oregon 97223

RECEIVED
MAR 2[illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 986-0184
9855

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 14 1986
BARBARA ROBERTS
SECRETARY OF STATE

May 12, 1986

In Reply Refer To
File No.:

CON 5 - #9855

By-Town Pipe, Inc.
P.O. Box 1108
Tualatin, OR 97062

Attention: R. A. Town, Jr.
President

We have received your letter dated April 1, 1986, filing a claim against the following Highway Division contract:

FILED BY:	By-Town Pipe, Inc.
AMOUNT:	$1,831.21
FOR:	Materials
AGAINST (Prime Contractor):	Railco Multi Construction, Inc. dba Roadway Constructors Corporation and R. A. Hatch Co., JV
CONTRACT NO:	9855
PROJECT:	Powell Boulevard-Heiney Road Section, FAU 9867, Multnomah County
SURETY:	The American Insurance Company
AGENT:	Corroon & Black of Oregon

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

RECEIVED
MAY 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Railco Multi Construction, Inc.
dba Roadway Constructors Corporation
and R. A. Hatch Co., JV
P.O. Box 6179
Bend, OR 97708

American Insurance Company
Attn: Fidelity and Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: ✓Secretary of State - Please asknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
5/20/86 CB

BY-TOWN PIPE, INC.

Mailing Address:
Post Office Box 1108
Tualatin, Oregon 97062
(503) 692-[illegible] 6080

Plant Locations:
19585 S.W. 118th Ave. - Tualatin, OR
4685 Tualatin Valley Highway - Hillsboro, OR
Oregon Wats: 1-800-648-6609

April 1, ~~March 17~~, 1986

Mr. Robert Gormesen
Transportation Building
Room 121
Salem, OR 97310

Contract No: 9855, Birdsdale-Towel Road

Dear Mr. Gormesen:

Notice is hereby given that the undersigned, By-Town Pipe, Inc. has a claim for concrete sewer pipe, manhole materials and cast iron frames and covers furnished to Roadway-Hatch on your contract # 9855 in the sum of $1,831.21.

We would appreciate any information you have on this project.

Very truly yours,
BY-TOWN PIPE, INC.

R.A. Town Jr.
R.A. Town, Jr.
President

RT/csr

RECEIVED
APR 2 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

April 16, 1986

CON 5 #9855
#9513 #9854
#9594 #9621

Wood Tatum Mosser Brooke & Landis
1001 S.W. Fifth Avenue, 13th Floor
Portland, OR 97204-1129

Attention: Peter Livingston

Thank you for your letter of March 13, 1986, with attachments, stating that the following claims filed by Cascade Construction Company have been paid:

Contract No. 9513 with S. J. Groves and Sons Company in the amount of $6,975.14

Contract No. 9594 with R. A. Hatch Co. in the amount of $49,443.45

Contract No. 9855 with Railco Multi Construction, Inc., dba Roadway Constructors Corp. and R. A. Hatch, A JV, in the amount of $1,323.44

Contract No. 9855 with Railco Multi Construction, Inc., dba Roadway Constructors Corp. and R. A. Hatch, A JV, in the amount of $81,113.06

Contract No. 9854 with Roadway Constructors Corp. and R. A. Hatch Co., in the amount of $2,013.18.

This information will be noted in our records and we will advise the sureties and the contractors.

Please let us know when the claim against Contract No. 9621 for $12,375.61 plus interest is paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
2255 - 116th Avenue NE
Bellevue, WA 98004

R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

Railco Multi Construction, Inc.
dba Roadway Constructors Corp.
& R. A. Hatch Co., JV
P. O. Box 6179
Bend, OR 97708

The American Insurance Company
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97201

Industrial Indemnity Company
Attn: Bond Department
421 SW 6th Avenue
Portland, OR 97204

bc: Secretary of State

bbc: Bryant Jackmond

FKN:azm

NOTED ON CARD

LAW OFFICES OF
WOOD TATUM MOSSER BROOKE & LANDIS
FOUNDED 1870
1001 SOUTHWEST FIFTH AVENUE, 13TH FLOOR
PORTLAND, OREGON 97204-1129
TELEPHONE (503) 224-5430

LOFTON L. TATUM
JOHN D. MOSSER
JOHN R. BROOKE
DONALD J. MORGAN
DAVID C. LANDIS
PETER G. VOORHIES
PAUL N. WONACOTT
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JOHN C. MERCER
WILLIAM P. BUREN
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KATHERINE H. O'NEIL
VICKI HOPMAN YATES
PETER LIVINGSTON
KIM JEFFERIES
BARBARA H. THOMPSON

FRED D. FAGG III
COUNSEL

ERSKINE B. WOOD
JOHN G. HOLDEN
OF COUNSEL

ERSKINE WOOD
(1879-1983)

RCA 296522
FAX 503-241-7235

March 13, 1986

Department of Transportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen
Commission Services

Re: Cascade/Hopsing Construction, Inc.
Our Ref: 321/85:JDM/PL

Cascade/R. A. Hatch
Our Ref: 343/85:JDM/PL

Gentlemen:

This office filed claims by letters dated November 4 and November 26, 1985, copies of which are enclosed. Only the claim on contract No. 9621 for $12,375.61 plus interest remains unpaid. The other claims have been paid in full.

Very truly yours,

Peter Livingston
PETER LIVINGSTON

PL/jlt
13.08/PL
Enclosures
cc: Cascade Construction
Attn: Mr. Jon E. Morris

RECEIVED
MAR [illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
WOOD TATUM MOSSER BROOKE & HOLDEN
1001 SOUTHWEST FIFTH AVENUE, SUITE 1300
PORTLAND, OREGON 97204-1129

ERSKINE B. WOOD
LOFTON L. TATUM
JOHN D. MOSSER
JOHN R. BROOKE
JOHN G. HOLDEN
DONALD J. MORGAN
PETER G. VOORHIES
PAUL H. WONACOTT
ROBERT I. SANDERS
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WILLIAM P. BUREN
JOHN M. COWDEN
KATHERINE H. O'NEIL
CRAIG C. MURPHY
PETER LIVINGSTON

ERSKINE WOOD
(1879-1983)

FRED D. FAGG, III
OF COUNSEL

TELEPHONE (503) 224-5430
CABLE: LINWOOD
RCA 296522
PANAFAX 503-241-7235

November 4, 1985

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

RECEIVED
MAR - 5 1986
WTMB&L

Department of Transportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen,
Commission Services

Re: Cascade/Hopsing Construction, Inc.
Our Ref: 321/85:JDM/PL

Gentlemen:

Cascade Construction Company, Inc. wishes to file the following claims for CTB and cement furnished to Hopsing Construction, Inc.:

Contract No.	Contractor	Surety	Amt. Due	Project
1. 9513	S. J. Groves & Sons Co.	American Insurance Company	$6,975.14	N.E. Union - N.E. 39th Section of Columbia Hwy. Paid in Full 2-13 + 2-14 -86
2. 9621	S. J. Groves & Sons Co.	American Insurance Company	$12,375.61	S. Banfield Interchange - S.E. Washington St.
3. 9594	R. A. Hatch Co.	American Insurance Company and Industrial Indemnity Company	$49,443.45	N.E. 87th Section of Columbia River Hwy. Paid in Full 2-13+2-14 1986

RECEIVED
MAR 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4.	9855	Railco Multi Construction, Inc. dba Roadway Constructors Corp. & R. A. Hatch Co., JV	American Insurance Company	$1,323.44	Powell Blvd. - Heiney Road - paid in full - 3-4-86

Very truly yours,

John D Mosser

JOHN D. MOSSER
Secretary, Cascade Construction
Company, Inc.

13.01/PL
11a

cc: American Insurance Co. (Certified Mail)
P.O. Box 3825
Portland, OR 97208

Industrial Indemnity Company (Certified Mail)
421 S.W. Sixth Avenue
Portland, OR 97204

✓Cascade Construction Co.
Attn: Mr. Jon E. Morris

RECEIVED
MAR 1 1986
COMM [illegible] VICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
WOOD TATUM MOSSER BROOKE & HOLDEN
1001 SOUTHWEST FIFTH AVENUE, SUITE 1300
PORTLAND, OREGON 97204-1129

ERSKINE B. WOOD
LOFTON L. TATUM
JOHN D. MOSSER
JOHN R. BROOKE
JOHN G. HOLDEN
DONALD J. MORGAN
PETER G. VOORHIES
PAUL N. WONACOTT
ROBERT I. SANDERS
JEFFREY E. BOLY
WILLIAM P. BUREN
JOHN M. COWDEN
KATHERINE H. O'NEIL
CRAIG C. MURPHY
PETER LIVINGSTON

ERSKINE WOOD
(1879-1983)

FRED D. FAGG, III
OF COUNSEL

TELEPHONE (503) 224-5430
CABLE: LINWOOD
RCA 296522
PANAFAX 503-241-7235

November 26, 1985

RECEIVED
MAR - 5 1986
WTMB&H

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen,
Commission Services

Re: Cascade/R.A. Hatch
Our Ref: 343/85:JDM/PL

Gentlemen:

Yesterday a letter was sent notifying you of certain claims. Some of the information concerning the contractors was incorrect. This letter lists the contractors correctly.

Cascade Construction Company, Inc. hereby gives notice of the following claims for materials furnished to R.A. Hatch Co.:

1. CTB and Cement

Contract No.: 9855
Project: Powell Blvd. - Heiney Road
Contractor: Railco Multi Construction, Inc. dba Roadway Constructor's & R.A. Hatch Co., Joint Venturers
Surety: American Insurance Company

Amount supplied:
CTB: 11,087.17 tons @ 4.50 = $49,892.27
Cement: 449.22 tons @69.50 = 31,220.79

Paid in Full 2-28-86

TOTAL AMOUNT DUE: $81,113.06

R[illegible]D
[illegible] 1986
[illegible] SERVICES

2. Asphalt Mix and Liquid Asphalt

Contract No.: 9854
Project: NW Kittridge Avenue - NW 31st Ave.
Contractor: Roadway Constructor's Corp. &
R.A. Hatch Co., Joint Venturers

Asphaltic mix:	98.794 tons @ $ 10.91 =	$1,077.84
Liquid asphalt:	5.502 tons @ 170.00 =	935.34
	TOTAL AMOUNT DUE:	$2,013.18

Paid in Full
2-28-86

We would appreciate it if you let us know as soon as possible who the surety is on the second claim.

Very truly yours,

John D. Mosser

JOHN D. MOSSER
Secretary, Cascade
Construction Company, Inc.

13.02/PL
11a

cc: American Insurance Co. (Certified Mail)
P.O. Box 3825
Portland, OR 97208

Railco Multi Construction, Inc.
dba Roadway Constructor's Corp. &
R.A. Hatch Co., J.V.
3500 S.W. Bond Avenue
Portland, OR 97201

R.A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Cascade Construction Co.
Attn: Mr. Jon E. Morris

RECEIVED
NOV 27 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1986-0159

9855

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 14, 1986

IN REPLY REFER TO
FILE NO. CON 5 - 9855

FILED
APR 18 1986
BARBARA ROBERTS
SECRETARY OF STATE

Associated Sand & Gravel Co., Inc.
P.O. Box 363
Tualatin, OR 97062

Attention: Albert P. Demers

FILED
APR 18 1986
BARBARA ROBERTS
SECRETARY OF STATE

We have received your letter dated February 4, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Associated Sand & Gravel Company Inc.
AMOUNT:	$1,506.59
FOR:	Material
AGAINST (Prime contractor):	Railco Multi Construction, Inc. dba Roadway Constructors Corporation & R. A. Hatch Co. JV
CONTRACT NO.:	9855
PROJECT:	Powell Boulevard-Heiney Road Section, FAU 9867, Multnomah County
SURETY:	The American Insurance Company
AGENT:	Corroon & Black of Oregon

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Railco Multi Construction, Inc.
dba Roadway Constructors Corporation & R. A. Hatch Co. JV
P.O. Box 6179
Bend, OR 97708

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

The American Insurance Company
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

COPY

NOTED ON CARD
5/20/86 CB

RECEIVED
APR 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

S&G ASSOCIATED SAND & GRAVEL
COMPANY, INC.
19585 S.W. 118TH AVE. • P.O. BOX 363 • TUALATIN, OR 97062

February 4, 1986

MR. ROBERT GORMSEN
Oregon State Highway Division
Transportation Building
Room 121
Salem, OR 97310

Contract No: 9855 Birdsdale & Towel Road

Dear Mr. Gormsen;

Notice is hereby given that the undersigned Associated Sand & Gravel Co., Inc. has a claim for Concrete Sewer Pipe, Manhole Materials, Concrete Sewer Fittings and Castings furnished to Roadway-Hatch on your contract [illegible] in the sum of $1,506.59.

We would appreciated any information on the status of this project.

Very truly yours,

ASSOCIATED SAND & GRAVEL CO., INC.

Albert P. Demers
Oregon Division Manager

APD:tc

RECEIVED
FEB - 4 1986

(503) 692-3885 • 1-800-648-6609
An ARC America Company

[illegible]

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Powell Blvd - Heiney Road		WEEK ENDING April 12, 1986
		SECTION PREFIX CO9855
	HIGHWAY FAU 9867	COUNTY Multnomah
NAME OF JOB Powell Blvd - Heiney Road	KIND OF WORK Grading, Paving, Signing, Illumination, Landscape	
CONTRACTOR RAILCO Multi Const. and R. A. Hatch Company	CONTRACT NUMBER CO9855	FEDERAL AID PROJECT NUMBER IX-9867(9)
DATE OF CONTRACT July 20, 1984	DATE WORK STARTED July 23, 1984	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 450	WORK DAYS USED CALENDAR DAYS USED 450
PROJECT AUTHORIZATION: $ 2,275,105.40	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 2,018,505.40	ENGINEERING AUTHORIZATION $ 256,600. This Week 0.	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 2,063,800.00	ENGINEERING COST TO DATE $ 309,818.	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 103
ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . 2.2 %	PERCENT OF AUTHORIZATION . . . . . 121 %	DATE PROJECT WAS COMPLETED: October 27, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	23,535 CY	25,175Ton			9,650 Ton
TOTAL QUANTITIES CORRECTED TO DATE	25,780 CY	28,299Ton			10,080 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	25,780 CY	28,299Ton			10,080 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Top Soil	Conc Panels	Guard Rail	Walks Curbs	Signs	Illumination	Landscape	
PERCENT	100	100	100	100	100	100	100	

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6	Clear			
MONDAY 7	Clear			
TUESDAY 8	Cloudy			
WEDNESDAY 9	P.Cloudy			
THURSDAY 10	P.Cloudy			
FRIDAY 11	Cloudy			
SATURDAY 12				F

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

CONTR. NO: 9855 Date: 4-12-86

6 SUNDAY	No activity this week.
7 MONDAY	.
8 TUESDAY	.
9 WEDNESDAY	.
10 THURSDAY	.
11 FRIDAY	.
12 SATURDAY	No activity.

REMARKS

STATUS: Office crew working on semi-final.

VISITORS: None.

NEXT WEEK: Continue work on semi-final. Notes submitted to Salem for final checking. Third notification held pending receipt of Price Agreement.

SIGNED Gary Ken LOCATION Portland

Gary Kennen, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

1986-0086

9855

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 21, 1986

IN REPLY REFER TO
FILE NO.: CON 5
#9855

Schwab, Hilton & Howard
Attorneys at Law
610 S.W. Alder Street
Portland, OR 97205

Attention: Scott Howard

FILED
APR 14 1986
BARBARA ROBERTS
SECRETARY OF STATE

We have received your letter of February 19, 1986, with attached Notice of Claim, on behalf of H & H Electric, Inc., concerning the following Highway Division contract:

FILED BY:	H & H Electric, Inc.
AMOUNT:	$6,294.45
FOR:	Labor and materials
AGAINST (Prime contractor):	Railco Multi Construction, Inc. dba Roadway Constructors Corporation & R. A. Hatch Co. JV
CONTRACT NO.:	9855
PROJECT:	Powell Boulevard-Heiney Road Section, FAU 9867, Multnomah County
SURETY:	The American Insurance Company
AGENT:	Corroon & Black of Oregon

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

[illegible]

Please advise this office when your client's claim has been paid. This claim was also filed by H & H Electric on December 17, 1985.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Railco Multi Construction, Inc.
dba Roadway Constructors Corporation & R. A. Hatch Co. JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Company
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
5/20/86 CB

RECEIVED
APR 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SCHWAB, HILTON & HOWARD
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE (503) 226-2926

DWIGHT L. SCHWAB
FRANK H. HILTON, JR.
CHARLES SCOTT HOWARD
HARRISON LATTO

DENTON G. BURDICK, JR.
(1916-1980)

February 19, 1986

Secretary of State
State of Oregon
State Capitol Building
Salem, Oregon 97301

Oregon State Highway Division
Transportation Building
Salem, Oregon 97301

R. A. Hatch Co.
R/A: Levi J. Smith
200 Market Building, #453
200 S. W. Market Street
Portland, Oregon 97201

Roadway Constructors, Inc.
R/A: Robert C. Wall
500 N. E. Multnomah, #686
Portland, Oregon 97232

Madam Secretary and Gentlemen:

This firm represents H & H Electric, Inc. Enclosed is a Notice of Bond Claim to be filed on behalf of our client.

If you have any questions concerning the contents of the Bond Claim, you should contact me.

Yours very truly,

Scott Howard

SH/emb

Enclosure

Cc: Fireman's Fund Insurance Company
Cc: H & H Electric, Inc.

Orig. to Commission Services
Cy Construction
Sollie
Files
2/20

RECEIVED
STATE HWY ENGR
FEB 20 '86
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
FEB 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF BOND CLAIM

TO: Secretary of State
State of Oregon
State Capitol Building
Salem, Oregon 97301

Oregon State Highway Division
Transportation Building
Salem, Oregon 97301

R. A. Hatch Co.
R/A: Levi J. Smith
200 Market Building, #453
200 S. W. Market Street
Portland, Oregon 97201

Roadway Constructors, Inc.
R/A: Robert C. Wall
500 N. E. Multnomah, #686
Portland, Oregon 97232

NOTICE IS HEREBY GIVEN that the undersigned, H & H ELECTRIC, INC., has a claim for providing labor and materials as is more fully set forth in Exhibit A attached hereto in the sum of $6,294.45 against the bond taken from R. A. Hatch Co. and Roadway Constructors, Inc. as principal and Fireman's Fund Insurance Company as surety for the work of OSHD Contract 9855, Powell Blvd. - Heiney Rd. Such material and labor was supplied to R. A. Hatch Co. and Roadway Constructors, Inc.

H & H ELECTRIC, INC.

By

Cc: Fireman's Fund Insurance Company

RECEIVED
FEB [illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT PRICE	ESTIMATED TOTAL
76	Pole Foundations	All	L.S.	$ 13,000.00
77	Poles & Arms	All	L.S.	32,300.00
78	Luminaires & Ballasts	All	L.S.	5,000.00
79	Conduit Wiring, etc.	All	L.S.	25,000.00
65	2" Elec Conduit	140 lf	$ 6.00	840.00
66	Conc. Jct. Boxes	4 ea	250.00	1,000.00
		ESTIMATED TOTAL		$ 77,140.00

EXHIBIT A

RECEIVED
FEB 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1986-0142

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 26 1986
BARBARA ROBERTS
SECRETARY OF STATE

March 18, 1986

IN REPLY REFER TO
FILE NO.: CON 5
#9855

S & L Landscaping Inc.
P.O. Box 23702
Tigard, OR 97223

Attention: Audrey Castile
President

We have received your letter of March 10, 1986, filing a claim against the following Highway Division contract:

FILED BY:	S & L Landscaping
AMOUNT	$2,731.35
AGAINST (Prime contractor):	Railco Multi Construction, Inc. dba Roadway Constructors Corporation & R. A. Hatch Co., JV
CONTRACT NO.:	9855
PROJECT:	Powell Boulevard-Heiney Road Section, FAU 9867, Multnomah County
SURETY:	The American Insurance Company
AGENT:	Corroon & Black of Oregon

The contractor has a part of his contract a performance bond, which is supplied by a surety. The State has a policy not to make payments to claimants. However, we will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

NOTED ON CARD
5/20/86 CB

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
MAR 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Railco Multi Construction, Inc.
dba Roadway Constructors Corporation & R. A. Hatch Co., JV
P.O. Box 6179
Bend, OR 97708

Corroon and Black of Oregon
P.O. Box 8699
Portland, OR 97207

American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

[illegible]

S&L Landscaping Inc.
Audrey Castile President
Phone (503) 639-1395

March 10, 1986

Robert Dormsen
Dept. of Trans., Rm. [illegible]
Transportation Building
Salem, Oregon 97310

RE: POWELL/HEINEY ROAD [illegible]

Dear Mr. Dormsen:

Currently R.A. [illegible] Company owes S & L Landscaping a balance of $[illegible] on the Powell/Heiney job which we completed some time ago. The balance due is owed from the retainage on the contract #9850.

Since I have failed to receive payment from the contractor, I am requesting payment from the State of Oregon. Please inform me of the proper channels through which to request and receive the final payment for this contract.

Thank you for your time regarding this matter.

Sincerely,

Audrey Castile

Audrey Castile
President

RECEIVED
MAR 11 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

P.O. Box 23702 Tigard, Oregon 97223

N

FIREMAN'S FUND
INSURANCE COMPANIES

Seattle Branch Office
2121 4th Avenue
Seattle, Washington 98121
Telephone (206) 587-3200

James M. F. Henderson
Resident Vice-President

March 12, 1986

Oregon Dept. of Transportation
Highway Division
Transportation Building
Salem, OR 97310

3/14/86
cc
Constan
Jan Peterson

RE: FILE NO: H864S-546575
PRINCIPAL: R. A. Hatch Company
BOND NO: SC 6408938
OBLIGEE: Oregon DOT
PROJECT: Powell Boulevard-Heiney Road
CONTRACT NO: 9855

Gentlemen:

You were directed by telegram of February 25, 1986 to make no further payments to R. A. Hatch Company on the above-referenced project without the express written consent of The American Insurance Company.

We withdraw our previous request and ask that payments be made in accordance with standard contract procedures. Thank you for your cooperation.

Sincerely,

THE AMERICAN INSURANCE COMPANY

Jon Elmgren

Jon Elmgren
Sr. Surety Claims Specialist

NOTED ON CARD

JE/crc25

cc: R. A. Hatch Company
Attn: Robert Hatch
Box 6179
Bend, OR 97708

Riedel International, Inc.
Attn: J. R. McGuinn
P. O. Box 3320
Portland, OR 97208

Dean Beck, Bond Manager - Portland, Oregon

RECEIVED
MAR 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9855.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

March 3, 1986

In Reply Refer to
File No.:
CON

The American Insurance Company
2121 4th Ave., Suite 1100
Seattle, WA 98121

Attn: Jon Elmgren

Dear Mr. Elmgren:

We have your Western Union Mailgram of February 25, 1986, concerning six Oregon Department of Transportation construction contracts held by the R. A. Hatch Company. In accord with your request, the Department of Transportation will make no further payments to R.A. Hatch Company without the written consent of the American Insurance Company. The following contracts are covered by your request:

ODOT Contract No. 9935 ✓
ODOT Contract No. 9944 ✓
ODOT Contract No. 9865 ✓
ODOT Contract No. 9854 ✓
ODOT Contract No. 9855 ✓
ODOT Contract No. 9877 ✓

We would appreciate an early resolution to this matter.

Sincerely,

O. B. Jackmond

O. B. Jackmond, P.E.
Contract Administration Engineer

OBJ:mk

cc: R. A. Hatch Co.
Carroon & Black of Oregon
W. E. Schwartz
Jack Sollis
V. E. Skoog
bc: Bruce Walton
Bob Gormsen

02281m

NOTED ON CARD

RECEIVED
MAR 3 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc

U. S. DEPARTMENT OF TRANSPO ATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9867(9)

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Multnomah

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80367

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: December 3, 1985

8. FEDERAL ROUTE NUMBER: FAU 9867

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

Powell Blvd. - Heiney Rd.

11. GENERAL DESCRIPTION OF WORK

Construct a Retaining Wall

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 12-3-85 as requested in Mr. Fredrickson's letter of 2-12-86 as being cost effective for the use of Multnomah County forces to proceed with the above work.

State Force Order No. 9 is approved to a TEC of $7,640;
Federal Funds $6,494.

EIVED
HWY ENGR
FEB 21 '86
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
2/21

14. DATE: 2/20/86

15. SIGNATURE OF APPROVING OFFICIAL: G. K. [illegible]

16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(9)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80367

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE November 25, 1985

8. FEDERAL ROUTE NUMBER FAU 9867

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Powell Blvd. - Heiney Rd.

11. GENERAL DESCRIPTION OF WORK
Construct sidewalk connections and wheelchair ramps

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 11-25-85 as requested in Mr. Fredrickson's letter of 2-12-86 as being cost effective for the use of City of Gresham forces to proceed with the above work.

State Force Order No. 10 is approved to a TEC of $1,500; Federal Funds $1,275.

RECEIVED
STAT HWY ENGR
FEB 21 '86
REFER TO Potter
FOR
Info | Invest | R/D | D.K | Sign | Act

Orig. to
2/21

14. DATE 2/20/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

February 19, 1986

CON 5
#9594
#9855

H & H Electric Inc.
P.O. Box 6209
Bend, OR 97708

Attention: Isabel L. Hendricks
President

Your letters of January 23, 1986, have been forwarded to our office requesting that payment be made directly to you on Contracts Nos. 9855 and 9594.

Claims have been filed with the Secretary of State on both of these contracts. The State has a policy not to make payment to claimants.

We would suggest that you contact the surety or the agent directly.

Robert W. Gormsen
COMMISSION SERVICES

bc: Gary Kennan
Dave Jones

FKN:jk

H
&
H electric inc.

Jan. 23, 1986

Oregon State Highway Division
Gary Kennan, Project Manager
3700 SE 92nd
Portland, OR 97266

RE: Powell Blvd.-Heiney Rd. Sec.
OSHD Contract No. 9855

Dear Gary:

On Dec. 17, 1985 we filed claim with the Office of Commission Services for non payment of work complete. The amount owed to us at that time was $6294.55 .

At this time we request action be taken as outlined in section 107.28, paragraph 2, of the Standard Specifications, whereby the Commission pays the claim and charges the amount thereof against funds due the contractor.

Please forward this information to Robert W. Gormsen, Commission Services.

Yours Truly,
H&H Electric, Inc.

Isabel L. Hendricks

Isabel L. Hendricks
President

ILH:clb

RECEIVED
JAN 2[illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
OREGON STATE HIGHWAY DIVISION
GARY KENNEN, Project Manager

JAN 27 1986

ASS'T ______ L.O.T. ______
O/M ______ Rply. ______
File ______ Invst. ______

767 S.E. Glenwood Drive • (503) 388-4837
P.O. Box 6209 • Bend, Oregon 97708

SCHWAB, HILTON & HOWARD
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE (503) 226-2926

DWIGHT L. SCHWAB
FRANK H. HILTON, JR.
CHARLES SCOTT HOWARD
HARRISON LATTO

DENTON G. BURDICK, JR.
(1916-1980)

February 19, 1986

Secretary of State
State of Oregon
State Capitol Building
Salem, Oregon 97301

Oregon State Highway Division
Transportation Building
Salem, Oregon 97301

R. A. Hatch Co.
R/A: Levi J. Smith
200 Market Building, #453
200 S. W. Market Street
Portland, Oregon 97201

Roadway Constructors, Inc.
R/A: Robert C. Wall
500 N. E. Multnomah, #686
Portland, Oregon 97232

Madam Secretary and Gentlemen:

This firm represents H & H Electric, Inc. Enclosed is a Notice of Bond Claim to be filed on behalf of our client.

If you have any questions concerning the contents of the Bond Claim, you should contact me.

Yours very truly,

Scott Howard

SH/emb

Enclosure

Cc: Fireman's Fund Insurance Company
Cc: H & H Electric, Inc.

Orig. to Commission Services
Cy Construction
Sollis
Files
2/20

RECEIVED
STATE HWY ENGR
FEB 20 '86
REFER TO
FOR
Info Inves R/O D/R Sign Act File

NOTICE OF BOND CLAIM

TO:
Secretary of State
State of Oregon
State Capitol Building
Salem, Oregon 97301

Oregon State Highway Division
Transportation Building
Salem, Oregon 97301

R. A. Hatch Co.
R/A: Levi J. Smith
200 Market Building, #453
200 S. W. Market Street
Portland, Oregon 97201

Roadway Constructors, Inc.
R/A: Robert C. Wall
500 N. E. Multnomah, #686
Portland, Oregon 97232

NOTICE IS HEREBY GIVEN that the undersigned, H & H ELECTRIC, INC., has a claim for providing labor and materials as is more fully set forth in Exhibit A attached hereto in the sum of $6,294.45 against the bond taken from R. A. Hatch Co. and Roadway Constructors, Inc. as principal and Fireman's Fund Insurance Company as surety for the work of OSHD Contract 9855, Powell Blvd. - Heiney Rd. Such material and labor was supplied to R. A. Hatch Co. and Roadway Constructors, Inc.

H & H ELECTRIC, INC.

By

Cc: Fireman's Fund Insurance Company

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT PRICE	ESTIMATED TOTAL
76	Pole Foundations	All	L.S.	$ 13,000.00
77	Poles & Arms	All	L.S.	32,300.00
78	Luminaires & Ballasts	All	L.S.	5,000.00
79	Conduit Wiring, etc.	All	L.S.	25,000.00
65	2" Elec Conduit	140 lf	$ 6.00	840.00
66	Conc. Jct. Boxes	4 ea	250.00	1,000.00
		ESTIMATED TOTAL		$ 77,140.00

EXHIBIT A

R.A. Hatch Co.
General Contractors
Post Office Box 6179
Bend, Oregon 97708
(503) 382-8418

February 18,1986

Oregon Dept. of Transportation
3700 S.E. 92nd
Portland, Oregon 97266

Subject: Contract # 9855
Powell-Heiney

Attn: Gary Kennen

It's been some months since submission of Claim on the embankment item. It's time to move forward. Please let us know your decision on this claim by March 4, 1986.

If no dicision is made by the 4th, Roadway/Hatch will go ahead with the Lawsuit to recover these costs.

Sincerely,

Michael D. Durbin
V.P. for Operations

cc: Larry Rulien
cc: C.O. Fredrickson
O.B. Jackmond
Jack L. Sollis
Edward Hardt
Allan C. Harwood

RECEIVED
STATE HWY ENGR
FEB 20 '86
REFER TO Fredrickson
FOR

Info	Invest	R/O	D/R	Sign	Act	File
	✓				✓	

WES

cy
2/21

MDD/mlk

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Ted Spece
Metro Region

ORIGINAL SIGNED BY
GARY A. POTTER

DATE: February 6, 1986

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System

As indicated, I have requested obligation of additional federal funds from FHWA on federal-aid project number IX-9867(9), Powell Blvd.-Heiney Road Section in the amount shown:

Current Obligation	Present Estimate	Increase
$1,943.401.00	$2,011,618.00	$68,217.00

Please arrange for updating of MSD's records to show this change.

RLC:me
cc: G. Zehner, w/attach.
W. Schulte, w/attach.
General Files

CL 1986-0056
9855

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 5 1986
BARBARA ROBERTS
SECRETARY OF STATE

January 24, 1986

CON 5
#9855
IN REPLY REFER TO FILE NO.:

H & H Electric, Inc.
P.O. Box 6209
Bend, OR 97708

Attention: Graeme C. Leggatt, Jr.
Estimator

We have received your letter dated December 17, 1985, filing a claim against the following Highway Division contract:

FILED BY: H & H Electric, Inc.

AMOUNT: $6,294.55

AGAINST (Prime contractor) Railco Multi Construction, Inc., dba Roadway Constructors Corporation & R.A. Hatch Co.

CONTRACT NO.: 9855

PROJECT: Powell Boulevard-Heiney Road Section, FAU 9867, Multnomah County

SURETY: The American Insurance Company

AGENT: Corroon & Black of Oregon

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
FEB -7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Railco Multi Construction, Inc.
dba Roadway Constructors Corp.
and R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
P.O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

NOTED ON CARD
5/20/86 CB

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

H
&
H electric inc.

9855

Dec. 17, 1985

Commission Services
State of Oregon
Highway Department
Room 121
Transportation Bldg
Salem, OR 97310

Project: Powell Blvd. - Heiney Rd. Sec.

Gentlemen:

We have not received payment for work done on the subject project since 9-05-85 which was payment for work done through 6-30-85 .

The total amount owed to us for work complete, not including interest is as follows:

Total due for work complete since 6-30-85	$ 1,784.20
Retention withheld thru 6-30-85	4,510.35
Total Receivable	$ 6,294.55

This is a request for payment and claim for the above amount with the bonding company providing coverage.

Please confirm and advise.

Yours Truly
H&H Electric, Inc.

Graeme C. Leggatt, Jr.
Estimator

GCL:clb

RECEIVED
DEC 19 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

767 S.E. Glenwood Drive • (503) 388-4837
P.O. Box 6209 • Bend, Oregon 97708

CL 1986-0018 —
9855

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 10 1986
BARBARA ROBERTS
SECRETARY OF STATE

January 10, 1986

Wood, Tatum, Mosser, Brooke & Holden
Attorneys at Law
1001 S.W. Fifth Ave., Suite 1300
Portland, OR 97204-1129

Con 5 - #9855
#9854

IN REPLY REFER TO FILE NO.:

This will acknowledge the letter dated November 26, 1985, and signed by Cascade Construction Company, Inc., filing claims against the following Highway Division contracts:

FILED BY:	Cascade Construction Company, Inc.
FOR:	Materials
AGAINST (Prime contractor):	Railco Multi Construction, Inc., dba Roadway Constructors Corporation & R. A. Hatch Co., JV
SURETY:	The American Insurance Company
AGENT:	Corroon & Black of Oregon

Contract No. 9854
Amount: $2,013.18

Contract No. 9855
Amount: $81,113.06

We will advise the surety and the contractors of the receipt of these claims. We will also forward them to the Secretary of State for filing.

Please advise this office when your claims have been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JAN 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Railco Multi Construction, Inc.
dba Roadway Constructors Corp.
& R. A. Hatch Co., JV
P.O. Box 6179
Bend, OR 97708

American Insurance Co.
ATTN: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon & Black of
Oregon
P.O. Box 8699
Portland, OR 97207

Cascade Construction
Co., Inc.
P.O. Box 4267
Portland, OR 97208

NOTED ON CARD
5/20/86 CB

bc: ✓Secretary of State - Please acknowledge receipt of the attached claims on the enclosed copy of this letter.

LAW OFFICES
WOOD TATUM MOSSER BROOKE & HOLDEN
1001 SOUTHWEST FIFTH AVENUE, SUITE 1300
PORTLAND, OREGON 97204-1129

ERSKINE B. WOOD
LOFTON L. TATUM
JOHN D. MOSSER
JOHN R. BROOKE
JOHN G. HOLDEN
DONALD J. MORGAN
PETER G. VOORHIES
PAUL N. WONACOTT
ROBERT I. SANDERS
JEFFREY E. BOLY
WILLIAM P. BUREN
JOHN M. COWDEN
KATHERINE H. O'NEIL
CRAIG C. MURPHY
PETER LIVINGSTON

ERSKINE WOOD
(1879-1983)

FRED D. FAGG, III
OF COUNSEL

TELEPHONE (503) 224-5430
CABLE: LINWOOD
RCA 296522
PANAFAX 503-241-7235

November 26, 1985

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen,
Commission Services

Re: Cascade/R.A. Hatch
Our Ref: 343/85:JDM/PL

Gentlemen:

Yesterday a letter was sent notifying you of certain claims. Some of the information concerning the contractors was incorrect. This letter lists the contractors correctly.

Cascade Construction Company, Inc. hereby gives notice of the following claims for materials furnished to R.A. Hatch Co.:

1. CTB and Cement

Contract No.:	9855
Project:	Powell Blvd. - Heiney Road
Contractor:	Railco Multi Construction, Inc. dba Roadway Constructor's & R.A. Hatch Co., Joint Venturers
Surety:	American Insurance Company
Amount supplied:	
CTB:	11,087.17 tons @ 4.50 = $49,892.27
Cement:	449.22 tons @69.50 = 31,220.79
	TOTAL AMOUNT DUE: $81,113.06

2. Asphalt Mix and Liquid Asphalt

Contract No.: 9854
Project: NW Kittridge Avenue - NW 31st Ave.
Contractor: Roadway Constructor's Corp. & R.A. Hatch Co., Joint Venturers

Asphaltic mix: 98.794 tons @ $ 10.91 = $1,077.84
Liquid asphalt: 5.502 tons @ 170.00 = 935.34

TOTAL AMOUNT DUE: $2,013.18

We would appreciate it if you let us know as soon as possible who the surety is on the second claim.

Very truly yours,

John D Mosser

JOHN D. MOSSER
Secretary, Cascade
Construction Company, Inc.

13.02/PL
lla

cc: American Insurance Co. (Certified Mail)
P.O. Box 3825
Portland, OR 97208

Railco Multi Construction, Inc.
dba Roadway Constructor's Corp. &
R.A. Hatch Co., J.V.
3500 S.W. Bond Avenue
Portland, OR 97201

R.A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Cascade Construction Co.
Attn: Mr. Jon E. Morris

RECEIVED
NOV 27 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
WOOD TATUM MOSSER BROOKE & HOLDEN
1001 SOUTHWEST FIFTH AVENUE, SUITE 1300
PORTLAND, OREGON 97204-1129

ERSKINE B. WOOD
LOFTON L. TATUM
JOHN D. MOSSER
JOHN R. BROOKE
JOHN G. HOLDEN
DONALD J. MORGAN
PETER G. VOORHIES
PAUL N. WONACOTT
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WILLIAM P. BUREN
JOHN M. COWDEN
KATHERINE H. O'NEIL
CRAIG C. MURPHY
PETER LIVINGSTON
KIM JEFFERIES

ERSKINE WOOD
(1879-1983)

FRED D. FAGG, III
OF COUNSEL

TELEPHONE (503) 224-5430
CABLE: LINWOOD
RCA 296522
PANAFAX 503-241-7235

November 25, 1985

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
Transportation Building
Salem, OR 97310

See corrected letter of 11/26/85

Attn: Robert W. Gormsen,
Commission Services

Re: Cascade/R.A. Hatch
Our Ref: 343/85:JDM/PL

Gentlemen:

Cascade Construction Company, Inc. hereby gives notice of the following claims for materials furnished to R.A. Hatch Co.:

1. CTB and Cement

Contract No.: 9855
Project: Powell Blvd. - Heiney Road
Contractor: R.A. Hatch Co.
Surety: American Insurance Company

Amount supplied:
CTB: 11,087.17 tons @ 4.50 = $49,892.27
Cement: 449.22 tons @69.50 = 31,220.79

TOTAL AMOUNT DUE: $81,113.06

2. Asphalt Mix and Liquid Asphalt

Contract No.: 9854
Project: NW Kittridge Avenue - NW 31st Ave.

Asphaltic mix: 98.794 tons @ $ 10.91 = $1,077.84
Liquid asphalt: 5.502 tons @ 170.00 = 935.34

TOTAL AMOUNT DUE: $2,013.18

We would appreciate it if you let us know as soon as possible who the surety is on the second claim.

Very truly yours,

John D. Mosser

JOHN D. MOSSER
Secretary, Cascade
Construction Company, Inc.

13.02/PL
lla

cc: American Insurance Co. (Certified Mail)
P.O. Box 3825
Portland, OR 97208

Railco Multi Construction, Inc.
dba Roadway Constructor's Corp. &
R.A. Hatch Co., J.V.
3500 S.W. Bond Avenue
Portland, OR 97201

R.A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Cascade Construction Co.
Attn: Mr. Jon E. Morris

RECEIVED
[illegible] 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9855

gr

N

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINIST TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9867(9)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken
Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
80367

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
10-29-85

8. FEDERAL ROUTE NUMBER
FAU 9867

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
Powell Blvd. - Heiney Road

11. GENERAL DESCRIPTION OF WORK
Level Grade and Repave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10-29-85 as requested in Mr. Fredrickson's letter of 12-16-85 as being cost effective for the use of City of Gresham forces to porceed with the above work. State Force Order No. 6 is approved for a TEC of $3,000; Federal Funds $2,550.

RECEIVED
STAT HWY ENGR
DEC 23 '85
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig to
12/23

14. DATE
12/19/85

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

gr

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(9)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken
Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 80367

6. TO
12-11-85

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
ST HWY ENGR
DEC 20 '85
REFER TO Potter
FOR
Info | File

7. DATE AUTHORIZATION EFFECTIVE 10/29/85
8. FEDERAL ROUTE NUMBER FAU 9867
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Powell Blvd - Heiney Rd.

11. GENERAL DESCRIPTION OF WORK

Reslope Ground

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10/29/85 as requested in Mr. Fredrickson's letter of 12/9/85 as being cost effective for the use of City of Gresham forces to proceed with the above work. State Force Order 7 is approved for a TEC of $3,000; Federal Funds $2,550.

14. DATE 12/18/85
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9855

N

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: November 20, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

Bruce M. Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

NOTED
E. S. HUNTER

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-9867(9)

Contract 9855, Work Completed October 27, 1985

Project Powell Blvd.-Heiney Road

Highway FAU 9867

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date November 7, 1985

G. K. [illegible]
for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
DEC 4 '85
REFER TO
FOR

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
E. L. Hardt
B. M. Walton

CPC/FL4

734-2023 (2-85)

1855

CL1985-0218

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 29 1985
BARBARA ROBERTS
SECRETARY OF STATE

November 19, 1985

In Reply Refer To
File No.:

CON 5 - 9513 noted 5/6/86 fr
9621 noted 3-3-86 fr
9594 [illegible]
9855 noted 5/6/86 fr

Wood, Tatum, Mosser, Brooke & Holden
Law Offices
1001 Southwest Fifth Avenue, Suite 1300
Portland, OR 97204

This will acknowledge your letter dated November 4, 1985, signed by John Mosser, Secretary of Cascade Construction Company, Inc., filing claims against the following Highway Division contracts:

FILED BY: Cascade Construction Company, Inc.

FOR: Material

SUBCONTRACTOR: Hopsing Construction, Inc.

Contract No.: 9513
Prime Contractor: S. J. Groves & Sons Company
Project: N.E. Union Ave.-N.E. 39th Ave. (Banfield Light Rail)
Columbia River Highway
Multnomah County
Amount: $6,975.14
Surety: The American Insurance Co.

NOTED ON CARD
2-18-86 cc

Contract No.: 9621
Prime Contractor: S. J. Groves & Sons Company
Project: S. Banfield Interchange-S.E. Washington St.
East Portland Freeway
Multnomah County
Amount: $12,375.61
Surety: The American Insurance Co.

Contract No.: 9594
Prime Contractor: R. A. Hatch Co.
N. E. 39th Ave.-N.E. 87th Ave. (Banfield Transitway)
Columbia River Highway
Multnomah County
Amount: $49,443.45
Sureties: The American Insurance Co. and Industrial Indemnity Co.
Agent: Corroon and Black of Oregon

RECEIVED
DEC 6 - 1985

Contract No.:	9855
Prime Contractor:	Railco Multi Construction, Inc. dba Roadway Constructors Corporation, and R. A. Hatch Co., a JV
Project:	Powell Boulevard-Heiney Road Sec. FAU 9867 Multnomah County
Amount:	$1,323.44
Surety:	The American Insurance Co.
Agent:	Corroon and Black of Oregon

We will advise the sureties and the prime contractors of the receipt of these claims. We will also forward the claims to the Secretary of State for filing.

Please advise this office when your client's claims have been paid.

Robert W. Gormsen
COMMISSION SERVICES

cc: Cascade Construction Company, Inc.
Attn: John Mosser, Secretary
P. O. Box 4267
Portland, OR 97208

R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

Industrial Indemnity Co.
Attn: Bond Department
421 S. W. Sixth Avenue
Portland, OR 97204

Roadway Constructors Corp.
3500 S. W. Bond Avenue
Portland, OR 97201

S. J. Groves & Sons Company
2255 116th Ave., N. E.
Bellevue, WA 98004

The American Insurance Co.
Attn: Fidelity and Surety Dept.
P. O. Box 3825
Portland, OR 97208

Corroon and Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
DEC 6 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
WOOD TATUM MOSSER BROOKE & HOLDEN
1001 SOUTHWEST FIFTH AVENUE, SUITE 1300
PORTLAND, OREGON 97204-1129

ERSKINE B. WOOD
LOFTON L. TATUM
JOHN D. MOSSER
JOHN R. BROOKE
JOHN G. HOLDEN
DONALD J. MORGAN
PETER G. VOORHIES
PAUL N. WONACOTT
ROBERT I. SANDERS
JEFFREY E. BOLY
WILLIAM P. BUREN
JOHN M. COWDEN
KATHERINE H. O'NEIL
CRAIG C. MURPHY
PETER LIVINGSTON

ERSKINE WOOD
(1879-1983)

FRED D. FAGG, III
OF COUNSEL

TELEPHONE (503) 224-5430
CABLE: LINWOOD
RCA 296522
PANAFAX 503-241-7235

November 4, 1985

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen,
Commission Services

Re: Cascade/Hopsing Construction, Inc.
Our Ref: 321/85:JDM/PL

Gentlemen:

Cascade Construction Company, Inc. wishes to file the following claims for CTB and cement furnished to Hopsing Construction, Inc.:

Contract No.	Contractor	Surety	Amt. Due	Project
1. 9513	S. J. Groves & Sons Co.	American Insurance Company	$6,975.14	N.E. Union - N.E. 39th Section of Columbia Hwy.
2. 9621	S. J. Groves & Sons Co.	American Insurance Company	$12,375.61	S. Banfield Interchange - S.E. Washington St.
3. 9594	R. A. Hatch Co.	American Insurance Company and Industrial Indemnity Company	$49,443.45	N.E. 87th Section of Columbia River Hwy.

4.	9855	Railco Multi Construction, Inc. dba Roadway Constructors Corp. & R. A. Hatch Co., JV	American Insurance Company	$1,323.44	Powell Blvd. - Heiney Road

Very truly yours,

John D Mosser

JOHN D. MOSSER
Secretary, Cascade Construction
Company, Inc.

13.01/PL
lla

cc: American Insurance Co. (Certified Mail)
P.O. Box 3825
Portland, OR 97208

Industrial Indemnity Company (Certified Mail)
421 S.W. Sixth Avenue
Portland, OR 97204

Cascade Construction Co.
Attn: Mr. Jon E. Morris

RECEIVED
NOV 6 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9855

STATE OF OREGON

INTEROFFICE MEMO

TO: L. W. Rulien
State Highway Engineer

DATE: November 8, 1985

FROM: RD Trygstad
Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: SXF 1110, 1200, & 1241
Crossing Nos. 4A-3.98,
4A-6.1, 4A-15.2

Attached is a copy of Order No. 85-1064 issued by the Public Utility Commissioner on November 4, 1985 relative to the above subject matter.

RDT:jr
attach.

cc: Richard Arnold, FHWA w/attach.
E. S. Hunter w/attach.
C. O. Fredrickson w/attach.
Don Adams w/attach.
J. L. Sollis w/attach.
Harry Woodward w/attach.
E. L. Hardt w/attach.
L. E. George w/attach.

RECEIVED
STATE HWY ENGR

NOV 12 '85

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1367

ORDER NO. 85-1064

ENTERED NOVEMBER 4 1985

RECEIVED
NOV 08 1985
RR & UTILITY UNIT

PUC CROSSING NO. 4A-3.98
DOT CROSSING NO. 862 964 G
Madison Street

PUC CROSSING NO. 4A-6.1
DOT CROSSING NO. 863 970 K
SE Johnson Creek Boulevard

PUC CROSSING NO. 4A-15.2
DOT CROSSING NO. 863 163 D
Towle Road (Permanent Crossing)

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1110
SXF 1200
SXF 1241

In the Matter of the Application of the CITY OF PORTLAND for the authority, pursuant to ORS 767.030, to alter a grade crossing of SE Marion Street and Portland Traction Company, Springwater Division, in Portland, Multnomah County, Oregon.

SXF 1110

local funding

In the Matter of the Application of the OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, on behalf of MULTNOMAH COUNTY, for the authority, pursuant to ORS 763.030, to alter and change protection at a grade crossing of Towle Road and Portland Traction Company, Springwater Division, in Gresham, Multnomah County, Oregon.

SXF 1200

SUPPLEMENTAL ORDER

project
1X-9867(7)
Powell Blvd - Heisey Rd Section

In the Matter of the Investigation on the Commissioner's own Motion, pursuant to ORS 763.030, into the need for safety improvements at the railroad-highway grade crossing of SE Johnson Creek Boulevard and the tracks and right-of-way of Portland Traction Company, Springwater Line, near Portland, Multnomah County, Oregon.

SXF 1241

Title II
project RRP-9704(3)

By Order No. 80-739, entered October 2, 1980, in Docket SXF 1110, the Commissioner authorized reconstruction of railroad-highway grade crossing of SE Marion Street and the Springwater Division main track of Portland Traction Company in Portland. The order included a provision requiring installation of flashing light and automatic gate signals as protective devices at the crossing.

By Order No. 81-604, entered August 25, 1981, in Docket SXF 1241, the Commissioner authorized installation of flashing light and automatic gate signal protection at the railroad-highway grade crossing of SE Johnson Creek Boulevard and the Springwater Division main track of Portland Traction Company in Portland.

By Order No. 83-183, entered April 1, 1983, in Docket SXF 1200, the Commissioner authorized realignment of the railroad-highway grade crossing of SE Towle Road and the Springwater Division main track of Portland Traction Company in Gresham. The order included a provision requiring installation of flashing light and automatic gate signals as protective devices at the crossing.

As of the entered date of this order, none of the automatic protective devices ordered for each of these crossings has been installed. By letter dated November 1, 1983, PUC staff notified all parties in interest in these three proceedings that a significant reduction in railroad activity has occurred on Portland Traction Company Springwater Division in the last three years. The viability of the Portland Traction Company could be in question. Until the future of the Portland Traction Company is clarified and it can be determined that the Springwater Division will be in use for at least five years, it would not be appropriate to expend public funds on these signalization projects.

By letter dated November 1, 1983, PUC staff queried City of Portland; City of Milwaukie; Multnomah County; Clackamas County; Oregon Department of Transportation, Highway Division; Portland Traction Company; Union Pacific Railroad Company; and Southern Pacific Transportation Company as to the correctness of our facts and if there was any objection to holding the automatic protective device provisions of the three cited orders in abeyance for a specific period of time. None of the above-cited parties objected.

Under the circumstances which exist, the Commissioner finds it is not appropriate to require the public to invest substantial sums of money to provide automatic protection devices at these three crossings at this time.

IT IS THEREFORE ORDERED that:

1. Those portions of Order Nos. 80-739, 81-604, and 83-183 which order the installation of automatic protective devices, guardrail, curbing, or interconnection with traffic signals at the above-cited grade crossings shall be held in abeyance for a period of 24 months from the entered date of this order, at which time these three projects will be reviewed to ascertain if conditions have materially changed and to determine if the automatic signalization should be installed as ordered, or if the authorization for installation of active protective device should be permanently canceled.

2. In the interim 24-month abeyance period, passive protection consisting of the devices specified in paragraphs 3, 4, 5, and 6 below shall be installed and maintained at Crossing Nos. 4A-3.98, SE Marion Street; 4A-6.1, SE Johnson Creek; and 4A-15.2, Towle Road.

3. Portland Traction Company shall furnish, install, and maintain two Standard No. 1 crossbucks, located in conformance with OAR 860-42-060(2)(a), at:

    a. Crossing No. 4A-3.98, SE Marion Street,

    b. Crossing No. 4A-6.1, SE Johnson Creek Boulevard,

    c. Crossing No. 4A-15.2, Towle Road, and

    bear all the cost thereof.

4. City of Portland shall:

    a. Furnish, install, and maintain standard advance warning signs and advance warning pavement markings, in conformance with OAR 860-42-070(11), on each approach to Crossing No. 4A-3.98, SE Marion Street, and bear all the cost thereof;

    b. Furnish, install, and maintain a stop clearance line on each side of the track, in conformance with OAR 860-42-070(10), at Crossing No. 4A-3.98, SE Marion Street, and bear all the cost thereof; and

c. Furnish, install, and maintain a vehicle STOP sign and "NO RIGHT TURN" sign at the intersection of SE Marion Street and SE Eighth Avenue facing southbound Eighth Avenue vehicle traffic, and bear all the cost thereof.

5. Multnomah County shall:

   a. Furnish, install, and maintain standard advance warning signs and advance warning pavement markings, in conformance with OAR 860-42-070(11), on each approach to Crossing No. 4A-6.1, Johnson Creek Boulevard, and bear all the cost thereof; and

   b. Furnish, install, and maintain a stop clearance line on each side of the track, in conformance with OAR 860-42-070(10), at Crossing No. 4A-6.1, Johnson Creek Boulevard, and bear all the cost thereof.

6. City of Gresham shall:

   a. Furnish, install, and maintain standard advance warning signs and advance warning pavement markings, in conformance with OAR 860-42-070(11), on each approach to Crossing No. 4A-15.2, Towle Road, and bear all the cost thereof; and

   b. Furnish, install, and maintain a stop clearance line on each side of the track, in conformance with OAR 860-42-070(10), at Crossing No. 4A-15.2, Towle Road, and bear all the cost thereof.

7. The maximum speed of trains over each of these crossings shall not exceed 10 miles per hour.

Made, entered, and effective Nov. 4, 1985.

Gene D Maudlin
GENE MAUDLIN
Public Utility Commissioner

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: November 7, 1985

In Reply Refer to
File No.

AGENDA
NOV 18 1985
1A

CON 5

TO: Oregon Transportation Commission

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Powell Blvd.-Heiney Road Section
FAU 9867 Highway, Multnomah County
Contract No. 9855

This federal aid Interstate Transfer project is nearing completion and it now appears that the final cost will exceed the project authorization by $197,000 or nine percent.

Unstable clay soil was encountered during construction of a retaining wall, requiring subexcavation and shoring to stabilize. This extra work added more than $62,000 to the cost of the project. Similar wet conditions were encountered in the grade near the north end of the project. Subexcavation of the material, installation of drainage and rock backfill to provide a stable roadbed added more than $20,500 to the cost of the project.

Landscaping at the north end of the project was added during final design stage. Extremely rocky soil was encountered and had to be replaced with topsoil at an added cost of $12,000 in order to provide proper growth medium for the plantings.

Construction engineering costs constitute the largest single item comprising the overrun. This is due to the location of the project in an urbanized area, the many items of work required in a small space, the complexity of the work and the need to properly monitor, inspect and document the changes and additions.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $197,000 to a new total of $2,275,105.40. This matter will be on the consent calendar for the November 18 meeting.

LR:HHP:mk

cc: Fred Miller
C. O.Fredrickson
E. L. Hardt
R. W. Gormsen ✓
V. E. Skoog
George Bell

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 7, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Powell Blvd.-Heiney Road Section
FAU 9867 Highway, Multnomah County
Contract No. 9855

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Landscaping at the north end of the project was added during final design stage. Extremely rocky soil was encountered and had to be replaced with topsoil at an added cost of $12,000 in order to provide proper growth medium for the plantings.

Construction engineering costs constitute the largest single item comprising the overrun. This is due to the location of the project in an urbanized area, the many items of work required in a small space, the complexity of the work and the need to properly monitor, inspect and document the changes and additions.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $197,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
B. M. Walton
G. G. Kennen
D. L. Trout

81-125-1387

9855

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(9)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80367

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 31 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE August 20, 1984

8. FEDERAL ROUTE NUMBER FAU 9867

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION: Powell Blvd. - Heiney Rd.

11. GENERAL DESCRIPTION OF WORK
Installation of new illumination facilities & removal of existing illumination facilities.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 8-20-84 as requested in Mr. Fredrickson's letter of 10-14-85 as being cost effective for the use of PGE forces to proceed with the above work. State Force Order No. 1 is approved for a TEC of $3,344; Federal Funds $2,841, and State Force Order No. 2 is approved for a TEC of $6,055; Federal Funds, $5,146.

14. DATE 10/29/85

15. SIGNATURE OF APPROVING OFFICIAL Clifford T. Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(7)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80367

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT. HWY ENGR
OCT 9 '85
REFER TO
Potter
FOR
Info Inves R/D O/R Sign Act File

7. DATE AUTHORIZATION EFFECTIVE September 12, 1985

8. FEDERAL ROUTE NUMBER FAU 9867

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Powell Blvd. - Heiney Road Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

The purpose of this PR-1240 is to correct "Date Authorization Effective" and confirm the verbal authorization given on 9-12-85 by John Wichman to proceed with the acquisition of File No. 54899 and the use of a permit of entry if necessary.

This action modifies the PR-1240 signed 9-26-85.

14. DATE 10/4/85

15. SIGNATURE OF APPROVING OFFICIAL John D Wichman

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc 9855

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9867(7)

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Multnomah

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80367

6. TO:
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: September 26, 1985

8. FEDERAL ROUTE NUMBER: FAU 9867

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:
Powell Blvd. - Heiney Road Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter ov 9-19-85 you are authorized to proceed with the actual acquisition of File No. 54899 as shown on R/W Map 9B-19-24 at a TEC of $4,400 - F.F. $3,740 contingent upon modification of Project Agreement if additional funds are required.

Federal participation is limited to that R/W actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
SEP 27 '85
REFER TO
Potter
FOR
Info Inves R/D D/R Sign Act File

14. DATE: 9/26/85

15. SIGNATURE OF APPROVING OFFICIAL:

16. TITLE: For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 19, 1985

In Reply Refer to
File No.:
PRO 602

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Authorization to Proceed
with Acquisition of Right-of-Way
Item No. 80367
Project No. IX-9867(7)
Powell Blvd.-Heiney Road (Gresham) Section
City Street
Multnomah County
File No. 54899

I request your authorization to proceed with the actual acquisition of the above listed file as outlined in red on the enclosed copy of Map No. 9B-19-24 at an estimated total cost of $4,400. However, no increase in Federal funds is required at this time.

RDF:pf
Enclosure

cc: E. L. Hardt, Metro Region
Don Aman
General Files ✓

Form 734-3122

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: September 13, 1985

FROM: Donald C Aman
Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Powell Blvd.-Butler Road Section
209th Avenue
Multnomah County
Project #IX-9867(7)

We have received one additional file on the above project. The acquisition of this right-of-way is estimated at $4,400 and does not require a relocation or moving allowance.

Please request concurrence of the verbal authorization of September 12, 1985 for the acquisition of this right-of-way with the Federal Highway Administration.

The above estimate covers file 54899 as shown on map 9B-19-24.

DA:jh
attach.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
SEP 16 1985
REFER TO Brock
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1987

9155

N

Cascade Construction Company, Inc.

General Contractors
P.O. Box 4267, Portland, Oregon 97208

PHONE: 222-6421

Equal Opportunity Employer

September 17, 1985

Department of Transportation
Transportation Building
Salem, OR 97310

Attention: Robert W. Gormsen, Commission Servicer

Cascade has furnished CTB and cement to Hopsing Construction, Inc. for four OSHD projects which are listed below. Payment is long past due and I wish to notify the general contractors involved and their surety companies. Would you please furnish that information to me for the following projects:

(contractor) (surety)

(1) OSHD #9513 - S. J. Groves & Sons Company - The American Insurance Co.
N.E. Union - N.E. 39th section of Columbia Highway

(2) OSHD #9621 - S. J. Groves & Sons Company - The American Insurance Co.
S. Banfield Interchange - S.E. Washington Street

(3) OSHD #9594 - R. A. Hatch Co. - The American Insurance Co. & Industrial Indemnity Co.
N.E. 87th section of Columbia River Highway

(4) OSHD #9855 - Railco Multi Construction, Inc. dba Roadway Constructors Corporation & R. A. Hatch Co., JV - The American Insurance Company
Powell Blvd - Heiney Road

I appreciate your assistance.

Best regards,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
President

JEM:lsr

cc: Hopsing Construction, Inc.
P.O. Box 1346
Tualatin, OR 97062

9/25/85 [illegible]

RECEIVED
SEP 18 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

ROAD DESIGN SECTION 378-3487 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

September 13, 1985

D. O. Christensen
Road Design Engineer

File 54899
Powell Blvd.-Butler Road Section
City Street
Multnomah County

Attached is a description (1 file), an authorization and right of way prints covering additional right of way required for the subject project.

ORIGINAL SIGNED BY
By: G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

September 3, 1985

In Reply Refer To
File No

Mr. Robert Otey
2152 SW Towle Rd.
Gresham, OR 97030

In response to your complaint that construction had damaged your septic system, I met with you to view the problem. During the process of reconstruction of Towle Road, seepage from one of the septic tank effluent lines became visible on the cut slope. Additional exploratory excavation was performed beyond the cut slope, but no pipe was encountered. The excavation was backfilled with gravel and covered with topsoil.

Our failure to find the effluent line, combined with the green lush vegetation over the effluent line, leads me to the conclusion that the effluent has been flowing laterally in the topsoil just underneath the surface. Nothing we have done in construction of the Towle Road improvement would have affected your system. It is therefore our position that construction did not cause failure of your septic system.

As I indicated I would do when we met last week, I contacted our Right-of-Way people and got no information from them that would change my opinion.

ALLAN C. HARWOOD
Metro Region Operations Engineer

ACH/gw

bc W. E. Schwartz w/attachments
Gary Kennen "

RECEIVED
STATE HWY ENGR
SEP - 4 '85
REFER TO
S. McIntyre
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

cg
9/5

For your file - WES

STATE OF OREGON

INTEROFFICE MEMO

TO: AL HARWOOD
Operations Engr., METRO-REGION

DATE: August 28, 1985

FROM: Kenneth Rolfe
Kenneth Rolfe
Regional R/W Supervisor, Milwaukie

SUBJECT:

File 52605-Otey
SE Powell-SE Butler
209th (Gresham)
Multnomah County

I have reviewed our negotiations on this file and discussed them with Howard Bergstrom, the acquisition agent.

Our agreement included the clause as follows: "Its expected that the septic system is outside the easement. However, should road construction work on the easement cause septic failure, the State agrees to repair or replace, whichever is necessary to make land owner whole."

It is my understanding that our construction activity on this property has not in any way disturbed the existing septic system, and that we have not done anything outside our easement area. If this is the case, then I don't believe we have any obligation to this grantor.

If we removed the brush and other ground cover in the easement area and this revealed effluent on the surface, I would say that this indicated septic failure, but we were not the cause of it.

KR:kf

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to File

DATE: August 20, 1985

FROM: Gary Kenna

Gary Konnen, Project Manager

SUBJECT: Powell Blvd Heiney Road Section
Contract No. 9855

On this date Al Harwood and I met with Mr. Otey regarding his septic tank leakage. Mr. Harwood explained to Mr. Otey that he didn't feel that the road construction work caused his septic tank failure. Mr. Otey became very angry and disagreed with this analysis. Al Harwood agreed to consult with DEQ and with our R/W agents to see if we have any further obligations.

GK/fs
cc: Al Harwood
Bob Stevens

81-123-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: Al Harwood, Operations Engineer

DATE: August 13, 1985

FROM: Gary Kennen, Project Manager

SUBJECT: Septic System for Robert E. Otey property
2152 S.W. Towle Road, Gresham, Or 97030

Enclosed you will find a copy of our obligation form for the above subject complaint. Also attached is a copy of our Right of Way map in the vicinity of the taking.

In constructing roadbed slope we did not encounter the septic system. We did encounter surface run-off from a portion of the drain field. In my opinion this was a pre-existing situation which the property owner was fully aware.

This property owner has expressed concern over DEQ requiring him to connect to existing sanitary sewer in the street adjoining his property. To avoid detection he has constructed a valving system which allows him to alternately turn off drain lines which are leaking.

In my opinion our road construction no way caused his septic tank failure. Please advise as to how we should proceed.

cc: Bob Stevens
Dan Evans

-0933

D-8897

734 3300 3/76

File No. 52605

Sta. 58+25 to Sta. 59+75

Obligations of Oregon Transportation Commission on Real Property Acquisitions Approved August 12, 1983

Acquired as R/W & Perm. Ease. Net area .04 ac. and .03 ac.

Former owner or grantor Robert E. and Toni E. Otey

Mail address 2152 S. W. Towle Road, GRESHAM OR 97030

Location property Powell Blvd.-Butler Section of

S. E. 209th Highway in Multnomah County

Section 16 Twp. 1S Range 3E

Section Twp. Range

Street address of property 2152 S. W. Towle Rd., GRESHAM

Date of proposed contract letting

State obligations:

STATE will reconnect existing driveways.

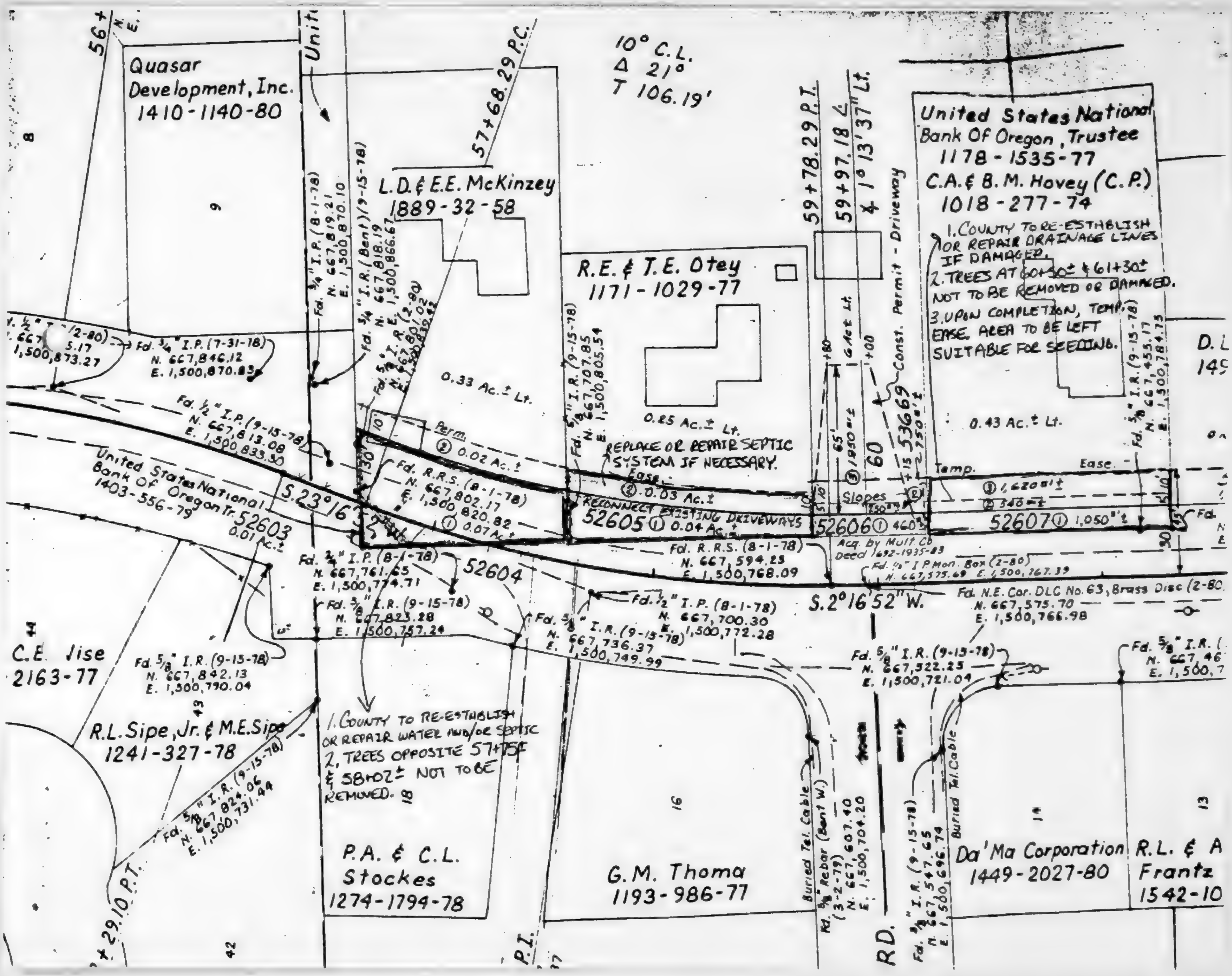
It is expected that septic system is outside the easement. However, should road construction work on the easement cause septic failure, State agrees to repair or replace, whichever is necessary to make land owner whole.

OPTION EXPIRES 1/27/84

ABOVE COMPLETED

Acquired by Howard Bergstrom

Right of Way Supervisor


Quasar Development, Inc. 1410-1140-80
10° C.L.
Δ 21°
T 106.19'
57+68.29 P.C.
59+78.29 P.T.
59+97.18 ℄
& 1° 13' 37" Lt.
L.D. & E.E. McKinzey 1889-32-58
R.E. & T.E. Otey 1171-1029-77
United States National Bank Of Oregon, Trustee 1178-1535-77
C.A. & B.M. Hovey (C.P.) 1018-277-74
1. COUNTY TO RE-ESTABLISH OR REPAIR DRAINAGE LINES IF DAMAGED.
2. TREES AT 60+30± & 61+30± NOT TO BE REMOVED OR DAMAGED.
3. UPON COMPLETION, TEMP. EASE. AREA TO BE LEFT SUITABLE FOR SEEDING.
0.33 Ac.± Lt.
0.25 Ac.± Lt.
0.43 Ac.± Lt.
Const. Permit - Driveway
53669
REPLACE OR REPAIR SEPTIC SYSTEM IF NECESSARY.
RECONNECT EXISTING DRIVEWAYS
Perm. ② 0.02 Ac.±
Ease. ② 0.03 Ac.±
52605 ① 0.04 Ac.±
52606 ① 460□'±
52607 ① 1,050□'±
① 1,620□'±
② 340□'±
Temp. Ease.
Slopes
③ 1950□'±
65'
60
G Act Lt
52603 0.01 Ac.±
52604
① 0.07 Ac.±
United States National Bank Of Oregon Tr. 1403-556-79
S.23°16'
S.2°16'52" W.
Acq. by Mult. Co. Deed 1692-1935-83
Fd. ½" I.P. Mon. Box (2-80) N. 667,575.69 E. 1,500,767.39
Fd. N.E. Cor. DLC No. 63, Brass Disc (2-80) N. 667,575.70 E. 1,500,766.98
Fd. R.R.S. (8-1-78) N. 667,594.25 E. 1,500,768.09
Fd. R.R.S. (8-1-78) N. 667,802.17 E. 1,500,820.82
Fd. ½" I.P. (9-15-78) N. 667,813.08 E. 1,500,833.30
Fd. ¾" I.P. (7-31-18) N. 667,846.12 E. 1,500,870.83
Fd. ¾" I.P. (8-1-78) N. 667,819.21 E. 1,500,870.10
Fd. ¾" I.R. (Bent) (9-15-78) N. 667,818.19 E. 1,500,866.67
Fd. ⅝" I.R. (2-80) N. 667,801.02 E. 1,500,839.42
Fd. ⅝" I.R. (9-15-78) N. 667,707.85 E. 1,500,805.54
Fd. ⅝" I.R. (9-15-78) N. 667,455.17 E. 1,500,784.73
Fd. ¾" I.P. (8-1-78) N. 667,761.65 E. 1,500,774.71
Fd. ⅝" I.R. (9-15-78) N. 667,823.28 E. 1,500,757.24
Fd. ⅝" I.R. (9-15-78) N. 667,736.37 E. 1,500,749.99
Fd. ½" I.P. (8-1-78) N. 667,700.30 E. 1,500,772.28
Fd. ⅝" I.R. (9-15-78) N. 667,522.25 E. 1,500,721.04
Fd. ⅝" I.R. (9-15-78) N. 667,842.13 E. 1,500,790.04
Fd. ⅝" I.R. (9-15-78) N. 667,824.06 E. 1,500,731.44
Fd. ⅝" Rebar (Bent W.) (3-2-79) N. 667,607.40 E. 1,500,704.20
Fd. ⅝" I.R. (9-15-78) N. 667,547.65 E. 1,500,696.74
Buried Tel. Cable
Buried Tel. Cable
C.E. Jise 2163-77
R.L. Sipe, Jr. & M.E. Sipe 1241-327-78
1. COUNTY TO RE-ESTABLISH OR REPAIR WATER AND/OR SEPTIC
2. TREES OPPOSITE 57+75± & 58+02± NOT TO BE REMOVED.
P.A. & C.L. Stockes 1274-1794-78
G.M. Thoma 1193-986-77
Da'Ma Corporation 1449-2027-80
R.L. & A Frantz 1542-10
RD.
29.10 P.T.
P.I.
56+
Unit
8
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16
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42
43

db

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO: IX-9867(9)

2. STATE PROJECT NO: SEE BELOW

2A. COUNTY NAME: Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.: 80367

6. TO

Mr. E. S. Hunter
Acting State Highway Engineer
State of Oregon
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
AUG 23 '85
REFER TO
Potter
FOR
Info Invst R/O

7. DATE AUTHORIZATION EFFECTIVE: August 1, 1984

8. FEDERAL ROUTE NUMBER: FAU 9867

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

Powell Blvd. - Heiney Road Section

11. GENERAL DESCRIPTION OF WORK

Corrected date of utility authorization

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Correction for Utility Adjustment

13. REMARKS

PR-1240 authorization for utility adjustment to the City of Gresham's water facilities as requested by Mr. Potter's letter of 8-9-85 is corrected as follows:

"this will confirm the advance approval date of 8-1-84".

14. DATE: 8/22/85

15. SIGNATURE OF APPROVING OFFICIAL: Christianson

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9855 jc

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(9)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 80367

RECEIVED
STATE HWY ENGR
AUG 20 '85
REFER TO Potter
FOR
Info | Answer | [illegible] | [illegible] | [illegible] | Act | File

6. TO
Mr. E. S. Hunter
Acting State Highway Engineer
State of Oregon
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE August 1, 1985
8. FEDERAL ROUTE NUMBER FAU 9867
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Powell Blvd. - Heiney Road Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Potter's letter of 8-9-85 this will confirm the advance approval date of 8-1-85 to proceed with the adjustments to the City of Gresham's water facilities on an actual cost basis estimated to be $6,973 - F.F. $5,927 contingent upon modification of Project Agrement if additional funds are required.

The Agreement withthe City of Grehsam is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 8/19/85
15. SIGNATURE OF APPROVING OFFICIAL G. K. Huesner
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 9, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

NOTED
E. S. HUNTER

SUBJECT: Water Facilities Relocation
City of Gresham
Powell Blvd. - Heiney Rd. Section
FAU-9867 (Towle Road)
Multnomah County
Project No. IX-9867(9)

Here is a copy of an actual cost billing to adjust the City of Gresham's water facilities dated July 18, 1985, and a sketch showing their relocation.

A certification prepared by Richard L. Fleming as to the City's rights in the land occupied by their facilities is in our files.

A copy of the relocation letters to the City dated March 27, 1984 and April 11, 1984 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to

RECEIVED
STATE HWY ENGR
AUG 22 '85
REFER TO
FOR

Info	Inves	R/D	O/K	Sign	Act	File

Form 734-3122

proceed with the work as of August 1, 1984 under the provisions of PPM 30-4 and 30-4.1 is requested. Cost to the State is $6,973.

JCM:jr
Enc.

cc: ✓E. S. Hunter
J. M. Cartwright
R. L. Fleming

1855

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

rll

INSPECTION REPORT

cc: OSHD (Coulter)

(Check appropriate box)

☒ INITIAL INSPECTION

☒ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH
Gary Kennon & Marion Craft, OSHD

DATE OF INSPECTION 11/7/84	INSPECTION MADE BY T. P. Lowe, Area Engineer Original Signed by T. P. LOWE	PROJECT NO. IX-9867(9)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 20 %	WORK COMPLETED 38 %

POWELL BLVD. - HEINEY ROAD
FAU 9867
Grading, Paving, Signing, Illumination & Landscape

This project consists of updating an existing roadway to a basic two lane travel way with left turn lane and bikeway lane on a 42 foot curbed section. The work involves retaining wall construction, grading, paving, drainage and illumination.

At the time of the inspection the contractor was stripping forms and setting steel on the large concrete retaining wall.

The project manager pointed out an access problem which exists at approximately station 32. The adjacent property is residential. One residence has existing access to FAU 9867. The property owner has requested an access to the new constructed roadway. The contract plans do not indicate an access at this location. The access serves to the property owners back yard. His primary access to the residence is on an adjacent street. The only use of the subject access is to store fire wood. Due to the severe topography and tight right-of-way at this location it is difficult to construct a safe access. The property owner has requested an additional retaining wall be constructed to reduce the grade to the new lower grade to the roadway. There may still be a sight distance problem as the proposed access would

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
DEC 3 '84
REFER TO
Fredricksson
FOR

Info	Invest	R/D	D/R	Sign	Act	File

cy
12/9

Form FHWA-1446A
(Rev. 2-84)

come in several hundred feet below a vertical crest curve. I was advised the county is willing to give access to the property owner as long as the work can be performed on a participating basis with IX funds.

We agreed that several of the following things should be accomplished before a decision can be made in this matter:

1. An engineering study should be made to determine if the access could be functional from a traffic safety stand point.

2. An appraisal should be made to determine the market value of the access.

3. A determination will have to be made by the county as to the legality of the existing access and the counties obligation of continuing it.

Following the above determinations we will be in a position to determine whether it will be more economical to purchase the access if in fact it is a legal access or construct a driveway. I feel economic and traffic safety should be paramount in making the above decision once the information is available.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

November 6, 1984

Mr. William E. Cameron
City Engineer
City of Gresham
1333 N.W. Eastman Ave.
Gresham, OR 97030

Sanitary Sewer Manhole
Adjustment & Reconstruction
Powell Blvd. - Heiney Rd. Section
FAU 9867 (Towle Road)
Multnomah County
Project No. IX-9867(9)

NOTED
E. S. HUNTE

Dear Mr. Cameron:

The Oregon State Highway Division, at the request of the City of Gresham, has agreed to include the adjustment and reconstruction of sanitary sewer manholes as part of the Powell Boulevard Heiney Road Section, FAU 9867 (Towle Road) highway construction project. The manholes to be adjusted or reconstructed are as highlighted in yellow on the attached highway project plans sheets.

The manholes involved are located on county road right-of-way, therefore, the cost of adjustment and reconstruction is not reimbursable. The cost of adjustment and reconstruction will be the responsibility of the City of Gresham.

Bids were received by the Oregon Transportation Commission for the Powell Boulevard-Heiney Road Section project on June 28, 1984. The contract was awarded on July 20, 1984, to the successful low bidder, Roadway Construction Corp. and R. A. Hatch Co. (a joint venture) with offices at Bend (P. O. Box 6179) Oregon, 97708.

The sanitary sewer work is included in the State's contract under Item No. 059 - Adjusting Manholes and Item No. 060 - Reconstructing Manholes. The estimated cost of the sanitary sewer manhole work at the low bid unit prices (copy of bid prices is attached) is as follows:

RECEIVED
STATE HWY ENGR
NOV 6 '84
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

059. Adjusting Manholes 8 Each @ $150.00	=	$1,200.00
060. Reconstructing Manholes 6 Each @ $410.00	=	2,460.00
Total Estimated Cost		$3,660.00

The Oregon State Attorney General's office has set forth an opinion, based on the statutes governing the allocation of highway construction costs, that the cost of non-highway construction (the adjustment and reconstruction of your sanitary sewer manholes in this case) must be deposited with the agency administering the highway construction contract in advance of actual construction. The Oregon State Highway Division will be administering the contract for this project, therefore, the City of Gresham is required to forward payment to the Oregon State Highway Division before the work is started.

You are now requested to forward a check in the amount of $3,660.00, made payable to the Oregon State Highway Division, to cover the cost of adjusting and reconstructing the fourteen (14) sanitary sewer manholes in conflict with the highway construction.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Relocation Coordinator

JMC:jr

bc: ✓ E. S. Hunter
~~W. F. Cobine~~
C. O. Fredrickson w/OFW No. 4
E. L. Hardt
Gary Kennen
Jan Peterson
R. L. Fleming

9855

August 29, 1984

CON 5

#9855

Railco Multi Construction, Inc.
dba Roadway Constructors Corporation
and R. A. Hatch Co., JV
PO Box 6179
Bend, OR 97708

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9855 for work on the Powell Blvd.-Heiney Road Section of FAU 9867 in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Enclosure

cc: The American Insurance Co.
Attn: Fidelity & Surety Dept.
PO Box 3825
Portland, OR 97208

Corroon & Black of Oregon
PO Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Gary Kennen
L. E. George
Merle Anderson

RAILCO MULTI CONSTRUCTION, INC./R. A. HATCH COMPANY
A JOINT VENTURE
P. O. BOX ~~[illegible]~~ 6179
~~GRESHAM~~, OREGON ~~97030~~
Bend 97708

July 2, 1984

Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

Subject: Powell Boulevard - Heiney Road
FAU 9867
Multnomah County

Dear Sir or Madam:

In accordance with the Supplemental Required Contract Provisions SPO.2B Section 5, please find documentation identifying the DBE/WBE's we intend to contract with on the above referenced project.

H & H Electric (WBE)
P.O. Box 6209
Bend, Oregon 97708

Item #	Description	Approx Q	Unit Price	Approx Total
76	Pole Foundations	All	L.S.	13,000
77	Poles & Arms	All	L.S.	32,300
78	Luminaires & Ballasts	All	L.S.	5,000
79	Conduit, Wiring, Etc.	All	L.S.	25,000
				75,300 = 4.2%

Arrow Brothers Corp (DBE)
AGC Center 310
9450 S.W. Commerce Circle
Wilsonville, Oregon 97070

26	Precast Conc.Panels	18,570 sf	7.00	129,990.00
27	Precast Conc.Pilasters	2,320 lf	38.00	88,160.00
28	Pilaster Footings	790 lf	18.00	14,220.00
47	Guardrail 2A	188 lf	15.00	2,820.00
48	Guardrail Anchors Ty 1	1 ea	300.00	300.00
49	Anchors Ty 1 Mod	1 ea	270.00	270.00
50	Rail End Pieces, Ty C	2 ea	75	150.00
51	CL - 3R Fence	90 lf	14	1,260.00
63	Single Mailbox Supports	9 ea	100	900.00
64	Multiple Mailbox Supports	1 ea	250	250.00
67	Removal of Exist Signs	All	L.S.	2,600.00

RECEIVED
JUL 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Item #	Description	Approx Q	Unit Price	Approx Total
68	Sign Support Footings	All	L.S.	7,000.00
69	Pipe Sign Posts	All	L.S.	6,000.00
70	Ty "C & D"	175 sf	8.00	1,400.00
71	Ty "EE" Signs	50 sf	12.00	600.00
72	Ty "I" Signs	9 sf	9.00	81.00
73	Ty "T" Signs	53 sf	18	954.00
74	Ty "U" Signs	11 sf	20	220.00
75	Move & Reinstall Signs	All	L.S.	2,100.00
				$259,275.00

Respectfully Submitted,

Michael D. Durbin
Vice President for Operations

cc: Bend File
Job File

RECEIVED
JUL 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

STATE OF OREGON **INTEROFFICE MEMO**
RAILROAD & UTILITY UNIT 378-6511
ROW 18-4

TO: Robert Gormsen
Commission Services

DATE: July 10, 1984

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

RD Trygstad

SUBJECT: Railroad Agreements
Towle Road
City of Gresham and Multnomah County
ODOT Agreement No. RR1152

RAILROAD COMPANIES
FILE No. 1152

Cont'd
#9777

Attached are the State's fully executed counterparts of agreements with Portland Traction Company. One Agreement includes the City of Gresham while the other is with Multnomah County. These Agreements have to do with railroad activities on the Powell Blvd.-Heiney Road Section and the Johnson Creek Bridge Section, both on Towle Road.

RDT/nv
cc: D. E. Wilken - w/copy of each
Wayne Cobine - w/2 copies of each
E. L. Hardt - w/copy
Gary Kennen - w/copy

NOTE TO KENNEN: Portland Traction Company requests that we contact Mr. Bill Condon at 249-2266, prior to entering railroad right of way. If you have not already done so, we will need a State Force Order prepared covering the work that the Railroad will do.

7/11/84
2 agrees routed
in agree. book
Gr

81-125-1387

nig [illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(9)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

6-6-84

4. PROGRAM NO.

5. ITEM NO. 80367

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENG
JUN 15 '84
REFER TO Potter
FOR
Info Invsg R/O D/R Act

Orig w/ att. to [illegible] 6/15

7. DATE AUTHORIZATION EFFECTIVE 6-6-84

8. FEDERAL ROUTE NUMBER FAU 9867

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
POWELL BLVD - HEINEY ROAD SECTION

11. GENERAL DESCRIPTION OF WORK
Grading, Paving, Signing, Illumination and Landscaping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated May 24, 1984

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost-effective.

Mr. Potter's June 4, 1984 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,377,987; Federal Funds $2,021,286.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve No Passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 6-6-84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(7)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80367

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/18/84

8. FEDERAL ROUTE NUMBER FAU 9867

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Powell Blvd - Heiney Road Section

11. GENERAL DESCRIPTION OF WORK
Employment of Special Counsel

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Rod Henry's letter of 5/16/84 you are authorized to employ special counsel for the procurement of right-of-way through condemnation on the subject project subject to the following:

1. The Federal-aid project number and discription be included in the Agreement.
2. That the Agreement was procured in accordance with the provisions of OMB Circular A-102 Attachment 0.
3. Costs incurred prior to this date of authorization are not eligible for Federal participation.

Hourly rates as specified - $80 per hour for principals, $75 per hour for associates and $20 per hour for paralegal staff are approved.

RECEIVED
STATE HWY ENGR
MAY 29 '84
REFER TO Potter
FOR

Info	Imes	R/D	D/R	Sign	Act	File

14. DATE 5/18/84

15. SIGNATURE OF APPROVING OFFICIAL John R Wichman

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9

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AGR-4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 16, 1984

TO: John Wichman, Division Right of Way Officer
Division Administrator

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Special Counsel Agreement
Powell Blvd. - Heiney Road Section
209th Avenue (Towle Road)
Multnomah County
FAP No. IX-9867(7)

Here is a copy of a Special Counsel Agreement between the City of Gresham and the legal firm Williams, Fredrickson, Stark, Hiefield, Norville & Weisensee, P.C.

May we have your approval of this Agreement.

RH:jr
attach.

cc: Fred Miller
H. S. Coulter ✓
E. S. Hunter
Gary Potter
V. E. Skoog

RECEIVED
STATE HWY ENGR
MAY 17 '84
REFER TO

FOR

Info	Inst	R/D	D/R	Sign	Act	File

ESH

Form 734-3122

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-9867(7) Powell Blvd - Butler Rd. File #52604
Ref: Rod Henry's Ltr 2-22-84

Date: February 27, 1984

From: Division Administrator

Reply to Attn of: HRW-OR

To: Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

As requested by Mr. Henry, you are authorized to utilize a voluntary Permit of Entry to obtain posession of the right-of-way required for this project from the subject file.

As part of the posession agreement a realistic time should be established for completing the acquisition of the property.

John D Wickman
Dale E. Wilken

cc:
OSHD (J. B. Boyd, R/W)

RECEIVED
TECHNICAL SERVICES
FEB 28 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
FEB 27 '84
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

cc Ed Hardt
2-29-84

1

STATE OF OREGON
HIGHWAY DIVISION

INTER-OFFICE MEMO
ENV 3

TO: Memo to the Files

DATE: January 12, 1984

FROM: Tim H. Thex
Tim H. Thex, Coordinating Engineer
Environmental Section

SUBJECT: Powell Blvd. - Heiney Rd.
209th Ave. (Towle Rd.)
Multnomah County (Gresham)

On 1-11-84 I met with Mr. Michael Kaye and Dr. Charles Hahn to discuss noise mitigation to the Hahn property. Besides Mr. Kaye and Dr. Hahn, Cam Gilmour, Jerry Morrison, and Bob Kaspari of the Bridge Design Section were present at the meeting. The following items were discussed:

1. Dr. Hahn did not want the presently designed 16 foot high sound walls (Walls 1 and 2) built by the apartments. He felt that the wall would cause such undesirable shading and loss of view that the liveability of, and consequently his ability to rent the apartments would be seriously affected. Mr. Kaye, an acoustical consultant, had analyzed the situation and felt that 12 foot high walls were sufficient. Dr. Hahn agreed with this. I stated that the only problem with a 12 foot high wall on both sides of the roadway may be possible reflections of noise.

2. We discussed the nature of noise barrier endings on Walls 1 and 2, and showed them how we planned to endthe walls.

3. We discussed the design of the sound walls. All of us agreed that the post and panel type wall was the most appropriate.

4. Dr. Hahn wants a break in Sound Wall 2 so that residents across the street can continue utilizing the existing sidewalk to get to the swimming pool behind Sound Wall 2. We said that any type of overlapping wall section would probably require an easement. Dr. Hahn seemed in favor of that.

5. Dr. Hahn wanted to improved driveway access to the parking lot south of Sound Wall 2. I said that would have to be up to Road Design.

6. Dr. Hahn wanted a new driveway access to the parking lot south of the Sound Wall 2. He said that the present exit was not safe for left turns because of its closeness to Powell Blvd. I said he would have to check with Road Design.

7. Dr. Hahn indicated that wraparound barrier ends would be acceptable at the Plaid Pantry property and wherever else needed and that he would approve easements.

RECEIVED
TECHNICAL SERVICES
JAN 13 '84
REFER TO
FOR
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R/D
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Info

81-125-1367

8. Dr. Hahn was concerned about the street lights on top of the barrier. He was worried that they would shine in on residents.

9. Dr. Hahn was concerned about fire protection behind Sound Wall 2. He wanted some kind of holes or nozzles installed in the barrier.

I told Dr. Hahn that we would study the lower height sound wall and make a recommendation. I told him that a 10 foot high wall would accomplish generally the same as a 12 foot high wall and would be more desirable from an aesthetic point of view. I did tell him that both the 10 and 12 foot walls would offer only minimal attention to the second floor balconies. I urged him to contact his second floor residents and see if this was acceptable to them. He will decide which barrier height he prefers and indicate it to us in writing.

I told Dr. Hahn to put all the matters that we discussed in writing and send them to Ed Hardt, Metro Region Engineer. I told him that Mr. Hardt would make sure that they were brought the attention of the appropriate departments.

THT:gc

cc: E.S. Hunter
Ed Hardt
Hal Versteeg
Walt Hart
Cam Gilmour

August 13, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M. Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Relocation
City of Gresham
Powell Blvd.-Heiney Rd Section
FAU-9867 (Towle Road)
Multnomah County
Project No. IX-9867(9)

Dear Mr. Christianson:

Confirmation of your verbal authorization for the City of Gresham to proceed with the relocation of their water facilities in conflict with this project as of August 1, 1984, is requested. An estimate of cost has been received from the City in the amount of $4,665. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
August 1, 1984 is approved

C. T. Christianson
C. T. Christianson, Area Engineer

JMC/nv
~~cc: E~~. S. Hunter
W. F. Cobine
E. L. Hardt
Gary Kennen
R. L. Fleming
Pete Gonzalez

RECEIVED
STATE HWY ENGR
AUG 15 '84
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80367

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/15/83

8. FEDERAL ROUTE NUMBER FAU 9867

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Powell Blvd. - Heiney Road Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 11/9/83 you are authorized to proceed with the actual acquisition of files 53652 and 53666 through 53669 as shown on R/W map 9B-19-24 at a TEC of $12,000 Federal Funds $10,200.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
NOV 18 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig K
11/21

14. DATE 11/15/83

15. SIGNATURE OF APPROVING OFFICIAL John R Wickman

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: November 9, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

From: D.E. Swan, P.E.
Project Unit Engineer

Subject: Project No. IX-9867(7)
Powell Blvd.-Heiney Rd. Section
Multnomah County

I request authorization to proceed with the actual acquisition of files 53652 and 53666 through 53669 as outlined in red on the enclosed sketch map 9B-19-24.

The enclosed copy of Mr. Aman memo of November 4, 1984 indicates the estimated cost of the property is $12,000 and does not involve relocation assistance.

Authorization to proceed as requested will involve a change in financing as follows:

	Total Cost	Federal Funds	Appn Code
Previous Authorization	$ 391,100.00	$ 332,435.00	580
Additional Authorization	12,000.00	10,200.00	580
Total	$ 403,100.00	$ 342,635.00	

RHZ:bkb
Attachment

cc: J. Boyd
E. Mershon
Don Aman
G. Zehner
General Files ✓

Form 734-3122

STATE OF OREGON
ROAD DESIGN - HIGHWAY

INTEROFFICE MEMO
DES 16

TO: FILE

DATE: October 26, 1983

FROM: W. E. Cole
W. E. Cole
Design Supervisor

SUBJECT: Powell Blvd.-Johnson Creek Section
Units I, II and III
Preliminary Engineering Overrun

This project was received in Final Design in April, 1980. Four designers have worked on this project. Retirements, transfers and re-assignment of projects have caused the turnover in designers.

The original project was Powell Blvd.-Butler Road, but it has been broken into three separate projects. Duplication of several phases has increased the time and preliminary engineering expenditures.

Additional drainage work done under the Farris-Powell Blvd. Section resulted in recomputing the drainage system from Powell Blvd. to Station 174.

Estimated man days used 4

The use of new Rain Intensity Curve Charts and the construction of new condominiums in the area of Station 187-195 required new computation of the drainage system.

Estimated man days used 7

Connection of Towle Road to new alignment was revised by the City of Gresham.

The City of Gresham requested a bikeway on the south side of Johnson Creek. This required additional right-of-way and design by the Road Design and Bridge Sections, as the bikeway was to pass under the bridge.

Estimated man days used 17

The detour for the Johnson Creek Bridge also had to be re-designed.

Estimated man days used 2

At the request of the City of Grasham, three new drainage options were worked up by the Hydraulics Section. This required the revision of the drainage system from Johnson Creek to Heiney Road, resulting in a larger outfall and a possible conflict with the bikeway. Final approval for the drainage system has not been received from the City.

Field data used in laying out railroad information used in the making up of railroad PUC maps and railroad crossing permits was insufficient to fulfill the required data. Extra time was needed to gather additional data, then prepare plan, profile, cross-section, and sighting maps to be used in PUC and railroad crossing permit applications.

Estimated man days used 14

In conclusion, the following problems are under consideration:

1. The east half of the bikeway has been deleted and is being shown on plans as "future".

   Estimated man days used 1

2. The west half of the bikeway is now being looked at with possible deletion from Bob Heard, Metro.
3. Sound walls are being considered and designed by the Bridge Section for placement in the area of Station 173-25+90 Rt.
4. The City of Portland has an easement and are proposing the construction of an 84-inch water main that will run parallel with Johnson Creek on the south side. This pipe will possibly be in conflict with either the storm drain outfall from the south or the bikeway, or both.
5. Landscaping with trees is being considered for raised median areas (August 26, 1983).

All of these problems require changes in plans and considerable calculation and correspondence.

Total estimated man days used 45

WEC:mg

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

October 11, 1983

J. H. Versteeg
Road Design Engineer

Files 53652 and 53666 through 53669
Powell Blvd.-Butler Rd. (Gresham) Section
City Street
Multnomah County

Attached are descriptions (5 files) and an authorization covering additional right of way required for the subject project. Right of way prints for these files are being forwarded to your office this day with revisions of files 52606, 52607, 52608, 52609 and 52610.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

226-1904

STATE OF OREGON

INTEROFFICE MEMO

TO: THE FILE

DATE: June 30, 1983

Bob Heard

FROM: ROBERT J. HEARD
Project Coordinator

SUBJECT: Powell-Butler, Towle Rd.
Cost Estimates

During the project status meeting on June 29, 1983, Ed Hardt requested an update on the amount of money estimated for the Powell to Heiney project as compared with the amount of money authorized in the MSD TIP. Research found approximately $680,000 excess in this corridor. This is due to the fact that Unit 4, Heiney to Butler, has been dropped from the project.

During my research on this, I obtained an update of right-of-way estimates from Ken Rolfe and also an update on the construction estimates for Unit 1 and Unit 2 from Larry Shattuck in our Salem design shop. Tabulated below are these estimates with their new numbers:

	RIGHT-OF-WAY	CONSTRUCTION		
Unit 1	$335,200	$ 842,000		
Unit 2	$ 17,400	$ 198,000		
Unit 3	$ 97,400	$1,220,000		
Total	$450,000	$2,260,000 =	$2,710,000	
			+333,000	P.E.
Grand Total			$3,043,000	

FEDERAL DOLLARS AUTHORIZED

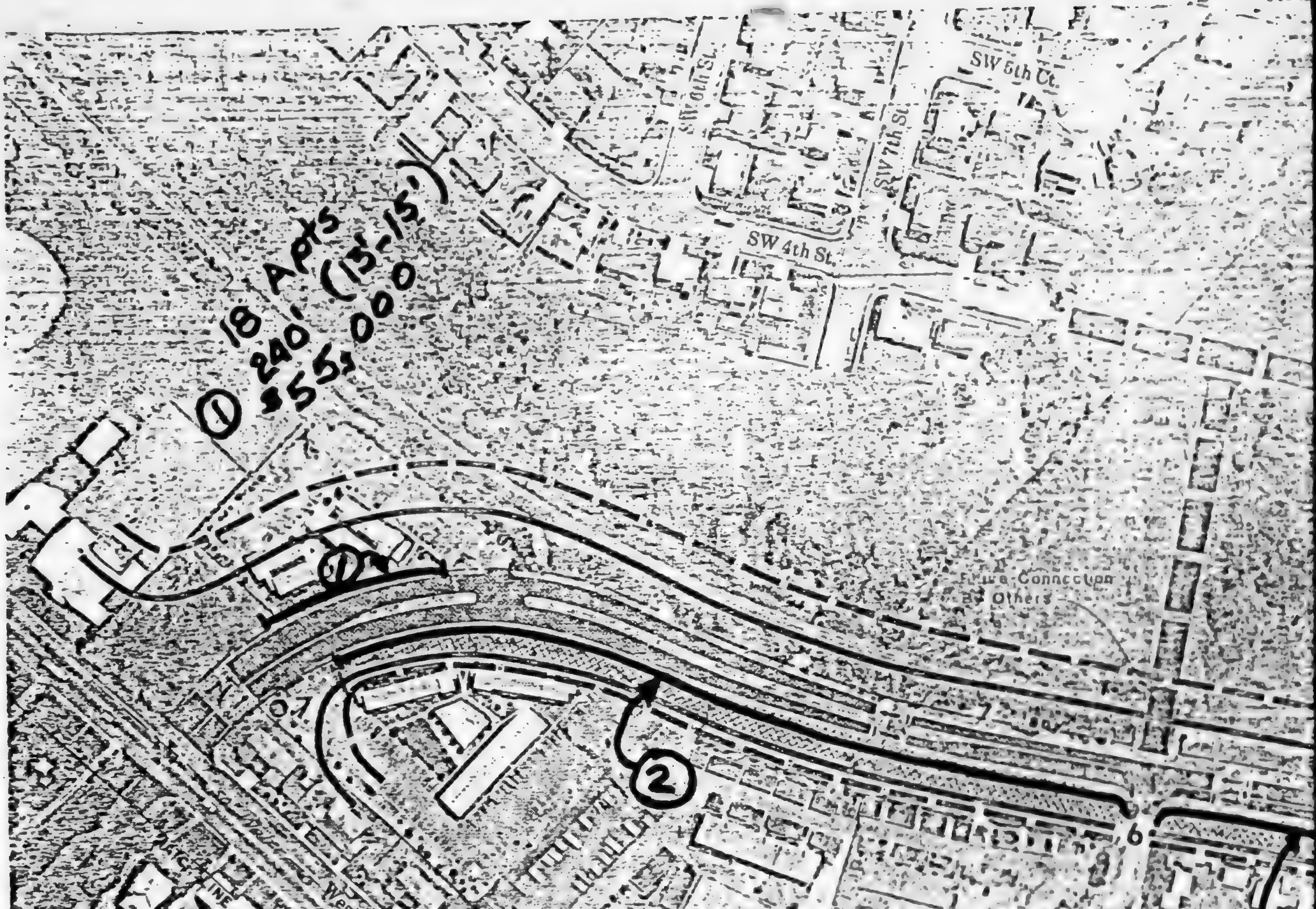
Powell to Butler	$1,665,972	
Powell to Johnson Cr. Br.	1,500,433	
Total	$3,166,405	÷ 85% = $3,725,180

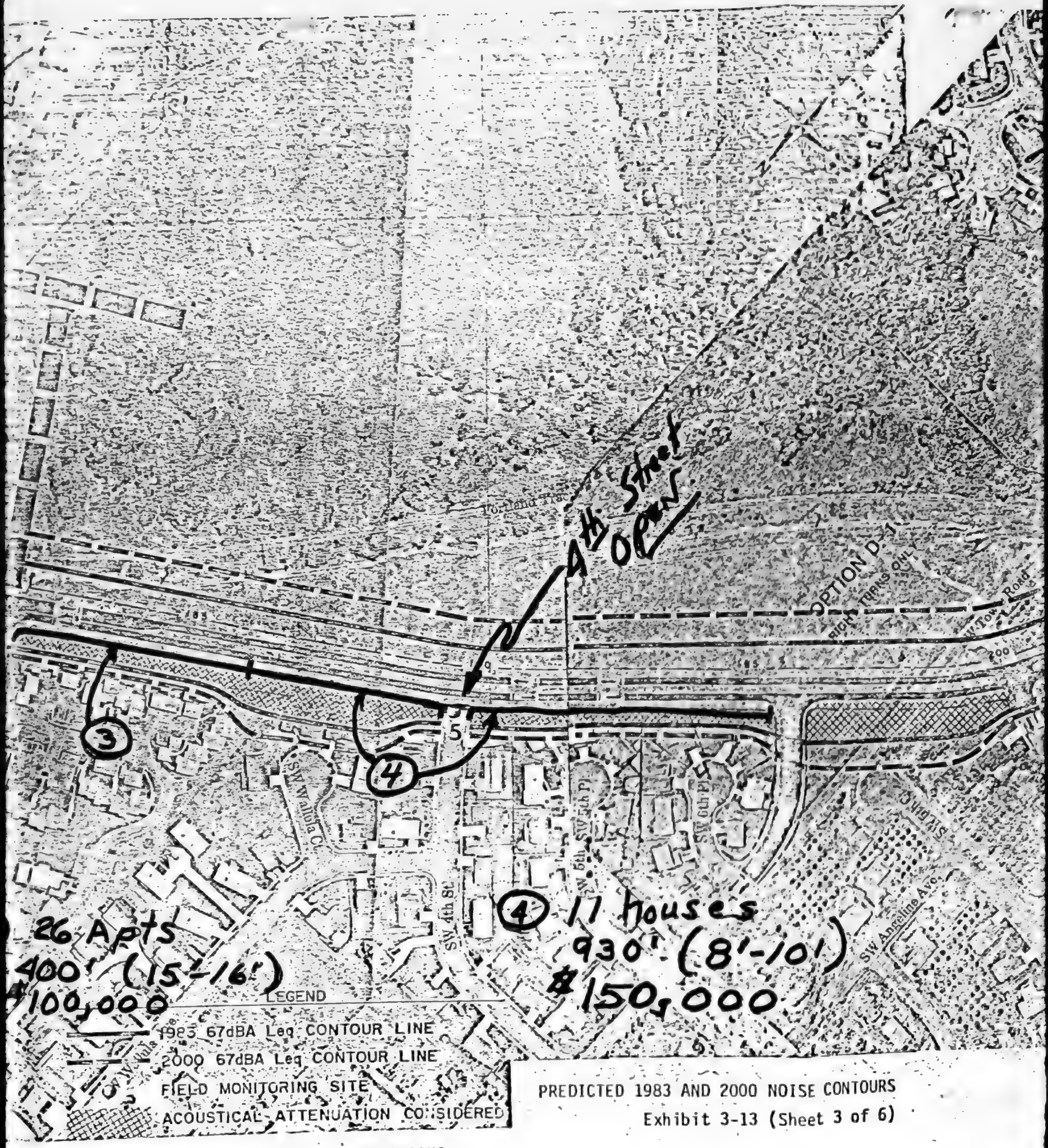
Authorized:	$3,725,180
Estimates:	$3,043,000
Total Surplus:	$ 682,180

po

cc: J. D. McClure
Ken Rolfe
Robin Brooks

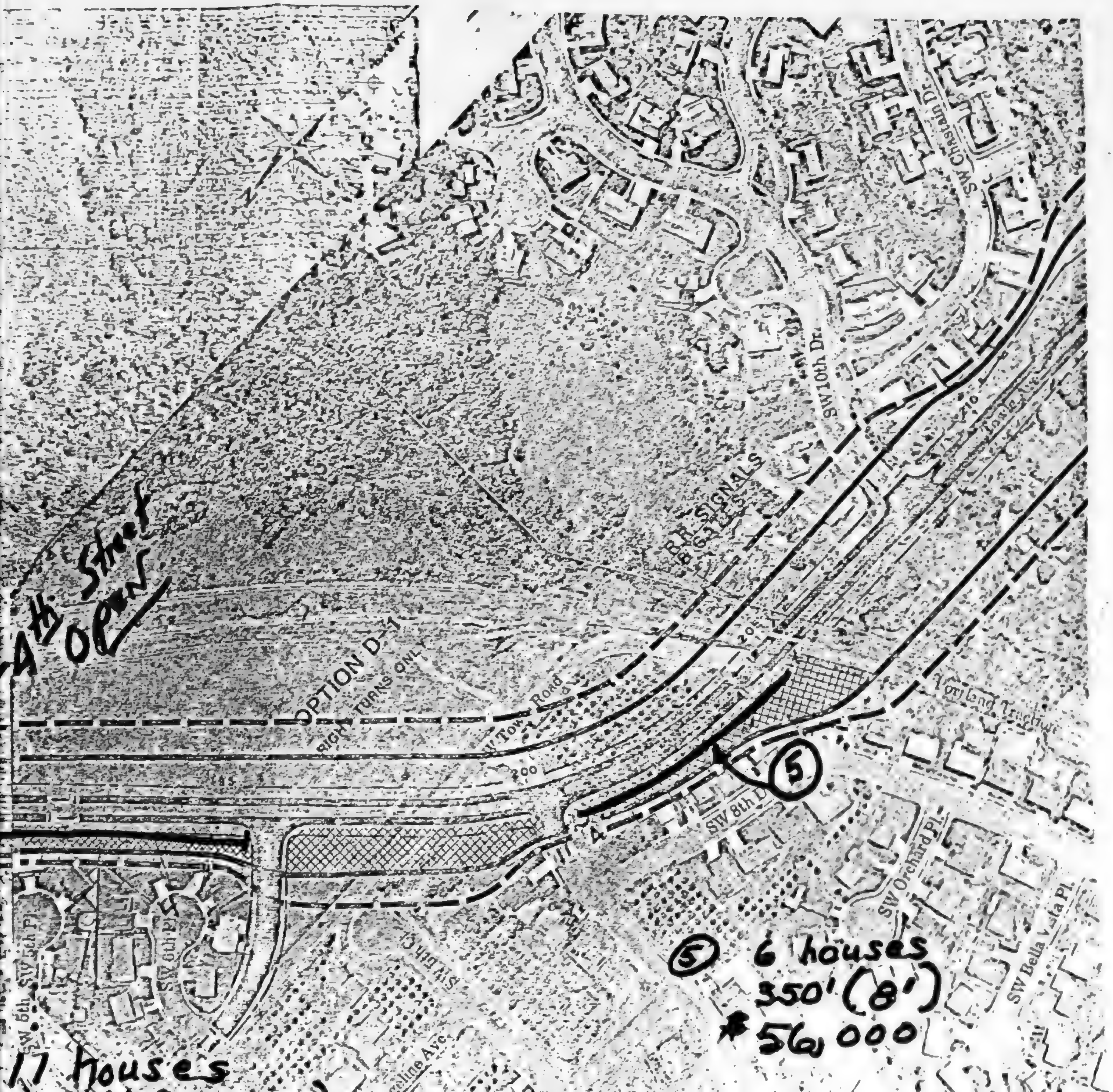
81-125-1307


① 18 Apts
240' (15'-15')
$55,000
①
②
② 70 Apts
1110' (13'-16')
$280,000
③
③ 26 A
400'
$100,0
SW 6th St.
SW 6th Ct.
SW 7th St.
SW 4th St.
Future Connection by Others
6
West Powell Blvd.
NW Sleret Ave.
SW Florence Ave.
NW Wilson Ave.
100 0 100 200 300
SCALE IN FEET


4th Street Open
OPTION D-1
RIGHT TURNS ONLY
SW Taylors Ferry Road
Portland Hts
SW Alfred Ct
SW 4th St
SW 6th Pl
SW 6th Pl
SW 6th Pl
SW Angeline Ave
SW Dickinson St
3
4
5
④ 11 houses
930' (8'-10')
$150,000
26 Apts
400' (15'-16')
$100,000
LEGEND
1983 67dBA Leq CONTOUR LINE
2000 67dBA Leq CONTOUR LINE
FIELD MONITORING SITE
ACOUSTICAL ATTENUATION CONSIDERED
PROPOSED SOUND WALL LOCATIONS

PREDICTED 1983 AND 2000 NOISE CONTOURS

Exhibit 3-13 (Sheet 3 of 6)


SW Christian Dr.
SW 10th Dr.
R.R. SIGNALS & GATES
OPTION D-1
RIGHT TURNS ONLY
SW Town Road
200
185
205
210
Highland Terrace
SW 8th D
SW Orchard Pl.
SW Bella Vista Pl.
SW Angeline Ave.
Birdsdale Dr.
SW 6th Pl.
SW 6th Pl.
5

4th Street Open

⑤ 6 houses
350' (8')
$56,000

11 houses
930' (8'-10')
$150,000

EDICTED 1983 AND 2000 NOISE CONTOURS
Exhibit 3-13 (Sheet 3 of 6)

May 31, 1983

AGR

Multnomah County Engineer
2115 SE Morrison
Portland, OR 97214

City of Gresham
City Hall
Gresham, OR 97030

Attn: Maureen Swaney
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6742

Gentlemen or Ladies:

Attached for your records is a fully executed copy of an agreement with the City of Gresham, Multnomah County and the Highway Division covering Powell Boulevard-Hainey Road Section of Towle Road/223rd Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

Att.

bc: Don Harwell (agree. att.)

STATE OF OREGON **INTEROFFICE MEMO**

TO: Ken Rolfe
Region 1, R/W Supervisor

DATE: April 29, 1983

FROM: Adele L. Egan, Supervisor
Right of Way Office Unit

SUBJECT: AGR #224
Powell Blvd.-Heiney Rd.
S. E. 223rd - Towle Avenue
Multnomah County

MISC. CONTRACTS and
AGREEMENTS No. 674

Attached is a copy for the County and one for your files of the subject agreement.

AE
mp
Attach.

cc: Ed Hardt, w/c
Local Gov't Programs, w/c
Finance, w/c
Comm. Serv., w/orig.
Relocation, w/c
Description, w/c
Title, w/c

5 11 83 [illegible]

on May [illegible]

81-125-1367

STATE OF OREGON
RAILROAD & UTILITY UNIT

INTEROFFICE MEMO

ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: April 11, 1983

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: SXF 1200
Crossing No. 4A-15.2

Attached is a copy of Order No. 83-183 issued by the Public Utility Commissioner on April 1, 1983, relative to the above subject matter.

RDT/llr
Attachment
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
J. H. Versteeg
H. Woodward
E. L. Hardt (2) - Please give a copy to Proj. Manager
J. L. Sollis
W. J. Hart

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
APR 11 '83
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

ORDER NO. 83-183

ENTERED April 1, 1983

PUC CROSSING NO. 4A-15.2
DOT CROSSING NO. 863 183 D
(Permanent Crossing)

PUC CROSSING NO. 4A-15.19
(Temporary Crossing)

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1200

In the Matter of the Application of the OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, on behalf of MULTNOMAH COUNTY, for the authority, pursuant to ORS 763.030, to alter and change protection at a grade crossing of Towle Road and Portland Traction Company, Springwater Division, in Gresham, Multnomah County, Oregon.	ORDER

On August 12, 1980, the State of Oregon, by and through its Department of Transportation, Highway Division, on behalf of Multnomah County, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter and change the protection at an existing railroad-highway grade crossing of Towle Road, a road under the jurisdiction of Multnomah County, and the main track and right-of-way of Portland Traction Company, Springwater Division, in Gresham, Multnomah County, Oregon.

Comments and recommendations on the application were made by various parties as follows: City of Gresham by letter dated November 12, 1980; Multnomah County by letter dated November 20, 1980; Federal Highway Administration by letter dated December 2, 1980; PUC staff by letters dated March 24, April 6, July 15, and December 15, 1981; and applicant by letters dated March 30 and July 20, 1981. Applicant amended its application by letters dated March 18, 1981, and February 2, 1983. No objection by any party has been made to the application as amended.

Copies of the application, amendments and responses thereto were duly served upon: Southern Pacific Transportation Company, Portland Traction Company, Union Pacific Railroad Company, Multnomah County, City of Gresham, Portland General Electric Company, and applicant.

Towle Road is a north-south street, 23 feet in width consisting of two 11-1/2-foot paved travel lanes. It provides access between Gresham and suburban areas to the south. The road intersects the track at an angle of 70 degrees, approximately 65 feet northerly of Johnson Creek. Immediately to the north of the crossing, the road makes a sharp "dog-leg" turn to the east for a distance of approximately 250 feet, and then runs northerly to SE Powell Boulevard. Motorists' sight distance on each approach to the crossing is limited by trees, vegetation, topography, and the configuration of the road. Vehicular traffic utilizing Towle Road is rapidly increasing. Currently, approximately 2,700 vehicles transit the crossing each day. This is expected to increase to approximately 8,400 vehicles in the near future. No train-vehicle accidents have been reported at this crossing in the last ten years.

Applicant proposes to increase the vehicular traffic capacity of Towle Road by improving the roadway's gradient and alignment and by widening it to 42 feet, consisting of two 11-foot paved travel lanes, a curbed 12-foot center median, and two 4-foot paved shoulders. The sharp "dog-leg" turn north of the crossing will be replaced with a smooth curve to the east. The road will be curbed and will have a 5-1/2-foot sidewalk on its westerly side. The curbed 12-foot center median will only be constructed on the northerly approach to the crossing. It will end at a point approximately 55 feet northerly of the crossing. Commencing at this point, the median area will be cross-hatched with painted stripes. The median striping will extend southerly across the track to a point approximately 120 feet to the south. At this point the striped median and roadway will begin to taper to a two-lane road approximately 300 feet southerly of the crossing. As part of the project, the bridge spanning Johnson Creek will be replaced. A temporary by-pass road and grade crossing will be constructed approximately 60 feet westerly of the existing crossing for use during reconstruction of the permanent crossing. Crossbucks, advance warning signs, and advance warning pavement markings will be installed as the protective devices at the temporary crossing.

It is proposed to install flashing lights and automatic gates at the permanent crossing to replace the existing crossing protection consisting of crossbucks. The proposed installation of automatic protective devices will provide improved warning to motorists and pedestrians of pending railroad movements.

Due consideration has been given to all representations in the application, amendments and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

The Commissioner finds that the signalization proposed herein is required by the public safety, convenience, and general welfare.

Based upon the amended application, files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to alter the permanent crossing and to construct a temporary grade crossing as requested herein is hereby granted.
2. Applicant shall:
    a. Construct that portion of the temporary grade crossing lying outside lines drawn two feet outside each rail at the crossing, to accommodate a roadway 34 feet in width, consisting of two 3-foot gravel shoulders and two 14-foot paved travel lanes, and bear 85 percent of the cost thereof;
    b. Reconstruct that portion of the permanent crossing lying outside lines drawn two feet outside each rail to accommodate a curbed roadway 42 feet in width consisting, from east to west, of a 4-foot paved shoulder, an 11-foot travel lane, a 12-foot median, as described above in the body of this order, an 11-foot travel lane, and a 4-foot paved shoulder, with a 5-1/2-foot sidewalk on the westerly side of the roadway, and bear 85 percent of the cost thereof;
    c. Furnish and install 7-inch vertical face curbs, beginning at a point not less than 10 feet from the centerline of track, extending away from the crossing for a distance of not less than 150 feet on the southeast and northwest sides of Towle Road, and bear 85 percent of the cost thereof;
    d. Furnish and install standard advance warning signs and advance warning pavement markings at appropriate locations on each roadway approach of each crossing, and bear 85 percent of the cost thereof;

e. Furnish and install a stop clearance line on each side of the track at the permanent crossing at a point one foot in advance of each automatic gate signal, and bear 85 percent of the cost thereof;

f. Furnish and install a stop clearance line on each side of the track at the temporary crossing at a point not less than 10 feet from the centerline of track, and bear 85 percent of the cost thereof;

g. Remove brush and vegetation on the approaches to the temporary and permanent crossings to provide maximum visibility for motorists, and bear 85 percent of the cost thereof;

h. Bear 85 percent of the cost of furnishing and installing the automatic signalization and circuitry ordered herein;

i. Bear 85 percent of the cost of furnishing and installing two crossbucks at the temporary crossing;

j. Bear 85 percent of the cost of reconstructing that portion of the permanent crossing lying between lines drawn two feet outside each rail to accommodate a 42-foot roadway;

k. Bear 85 percent of the cost of constructing the temporary crossing lying between lines drawn two feet outside each rail to accommodate a 34-foot roadway; and

l. Bear 85 percent of the cost of removing the passive protective devices and removing the crossing surface material and road material on the railroad right-of-way at the temporary crossing, after the permanent crossing is opened to vehicular traffic.

3. Multnomah County shall:

   a. Bear 15 percent of the cost of furnishing and installing the automatic signalization and circuitry ordered herein;

   b. Bear 15 percent of the cost of furnishing and installing crossbucks at the temporary crossing ordered herein;

c. Bear 15 percent of the cost of furnishing and installing the standard advance warning signs, advance warning pavement markings, and stop clearance lines ordered herein;

d. Bear 15 percent of the cost of constructing the temporary crossing to accommodate a roadway 34 feet in width;

e. Bear 15 percent of the cost of reconstructing the permanent crossing to accommodate a roadway 42 feet in width;

f. Bear 15 percent of the cost of removing the passive protective devices and removing the crossing surface and road material on the railroad right-of-way at the temporary crossing after the permanent crossing is opened to vehicular traffic;

g. Bear 15 percent of the cost of trimming brush and vegetation on the roadway approaches to the temporary and permanent crossings; and

h. Maintain that portion of the permanent crossing lying outside lines drawn two feet outside each rail, and maintain the advance warning signs, advance warning pavement markings, stop clearance lines, and curbing ordered herein, and bear all the cost thereof.

4. Portland Traction Company shall:

a. Subject to reimbursement as provided herein, construct that portion of the temporary crossing lying between lines drawn two feet outside of each rail to accommodate a roadway 34 feet in width, and install two standard Commissioner's No. 1 crossbucks at appropriate locations, one on each side of the track at the crossing;

b. Subject to reimbursement as provided herein, reconstruct that portion of the permanent crossing lying between lines drawn two feet outside each rail to accommodate a roadway 42 feet in width with a 5-1/2-foot sidewalk on its westerly side;

c. Subject to reimbursement as provided herein, furnish and install two Commissioner's Standard No. 2 flashing light signals, equipped with gongs, and two Commissioner's Standard No. 4 automatic gates at appropriate locations at the permanent crossing, each set of signals to be located not less than 25 feet 1 inch from the centerline of the roadway. The gate arms in the lowered position will be perpendicular to the centerline of the roadway, and the tip of each gate arm shall be not less than 10 feet from the centerline of track. Said signals will be activated by predictor-type devices;

d. Subject to reimbursement as provided herein, remove the passive protective devices, crossing surface and road material on the railroad right-of-way at the temporary grade crossing after the permanent crossing is opened to vehicular traffic; and

e. Maintain the automatic signalization and circuitry ordered herein and maintain that portion of the permanent crossing lying between lines drawn two feet outside each rail, and maintain that portion of the temporary crossing lying between lines drawn two feet outside each rail until removed, and bear all the cost thereof.

5. Each party shall notify Portland General Electric Company at least seven days prior to commencing any construction at the crossing.

6. Each party shall notify the Commissioner upon completion of its portion of the project.

Made, entered, and effective 4/1/83.

JOHN J. LOBDELL
Public Utility Commissioner

klm/1345K

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-1-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80367

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/1/83

8. FEDERAL ROUTE NUMBER FAU 9867

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Powell Blvd. - Heiney Road Section

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 3/24/83 you are authorized to proceed with the actual acquisition of file No. 53258 at a TEC of $5,100 Federal Funds $4,335 (Appn Code 580) as shown on R/W map 9B-22-7.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
APR 8 '83
Orig to
REFER TO Potter
4/8
FOR
Info Inves R/D O/R Sign Act File

14. DATE 4/1/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 24, 1983

In Reply Refer to
File No. PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D. E. Swan, P.E.,P.L.S.
Program Control Engineer

Subject: Project No. IX-9867(7)
Powell Blvd. - Heiney Rd. Sec.
Multnomah County

I request authorization to proceed with the actual acquisition of file 53258 under the subject project. The property to be acquired is as outlined in red on the enclosed copy of railroad encroachment Map 98-22-7.

The enclosed copy of Mr. Aman's memo of March 21, 1983 indicates the estimated cost of the property is $5,100 and does not involve relocation assistance.

Authorization to proceed as requested will involve a change in financing as follows:

	Total Cost	Federal Funds	Appn.
Present Project Agreement	$ 386,000	$ 328,100	580
Addn'l Parcel	5,100	4,335	580
Total	$ 391,100	$ 332,435	

CL/blm
Attachment

cc: J. Boyd
E. Mersham
Don Aman
G. Zehner
General Files

Form 734-3122

985 1

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-9867(3)
Powell Blvd - Butler Road Sec, Towle Ave.
Johnson Creek Bridge 16383
(Mr. Backstrand's ltr, 2-11-83, HES 23 16383

Date: March 21, 1983

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. W. Coulter, State Highway Engineer
Salem, Oregon
Attn: Mr. Walter J. Hart, Bridge Engineer

We have reviewed the preliminary plan submittal for the above bridge. Your proposal under Mr. Backstrand's letter is acceptable.

Please proceed with the design.

For Dale E. Wilken

RECEIVED
STATE HWY ENGR
APR 4 '83
REFER TO Hart
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

Orig. to

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
DES 23
16383

February 11, 1983

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED
J.E. BACKSTRAND
J. E. Backstrand, P.E.
Assistant Bridge Engineer

E. S. HUNTE

RECEIVED
TECHNICAL SERVICES
FEB 14 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Ret	File

SUBJECT: Johnson Creek Bridge
Powell Boulevard-Butler Road Section
Towle Avenue
Multnomah County
BR 16383

Enclosed are two reduced prints which are the preliminary plan and elevation and vicinity map for this structure. Also enclosed are two copies of the foundation and hydraulic reports.

The alignment, roadway width and sidewalk are in accordance with the standards governing the project. Gradeline elevation in the vicinity of the structure is controlled by the presence of the railroad tracks just north of Johnson Creek. It was determined that a 60-foot span was required to provide sufficient flow cross section under the structure at design high water.

Vertical abutments on spread footings were considered as an alternate substructure. This alternate would require excavation below streambed which would make placement of shoring necessary. This, combined with the additional concrete required, rendered the vertical abutment alternate more costly than the selected design. The estimated cost for vertical abutments is $241,700.

The bikeway was incorporated into the design to comply with the City of Gresham plan for the Johnson Creek Greenway. It is understood by those concerned that the bikeway will be under water for a considerable portion of the winter months.

A detour will be provided over Johnson Creek and will consist of two 60-inch diameter pipes to be placed in the stream and covered with gravel. The detour will remain in place only during the months of June, July and August, as required by the Fish Commission.

The estimated preliminary cost of this structure, including an allowance for engineering and contingencies, is $193,500.

We request your approval of the plans.

RVK:jrb

Enclosures

cc: ✓E. S. Hunter
    D. H. Moehring
    J. H. Versteeg /w/ 1 set
    E. L. Hardt /w/ 2 sets
    Gary Potter /w/ 1 set
    John Grassman /w/ 1 set
    Roger Trygstad /w/ 1 set

Gresham

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

February 4, 1983

J. H. Versteeg
Road Design Engineer

File 53258
Powell Blvd.-Butler Rd. (Gresham) Section
S.E. 209th Ave. (Towle Road)
Multnomah County

Versteeg
Anderson
Adams
Sullivan
Terpin
Wakerlig

RECEIVED
FEB 8 [illegible]
ROAD DESIGN
SECTION

Do
Return
Action

Attached is a description (1 file) and an authorization covering additional right of way required for the subject project.

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

Gresham

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. E. Boyd, Manager
Right of Way Section

January 5, 1983

J. H. Versteeg
Road Design Engineer

Files 53228, 53229 & 53230
Powell Blvd.-Butler Road (Gresham) Section
City Street
Multnomah County

Attached are descriptions (3 files), an authorization and right of way prints covering additional right of way required for the subject project, scheduled for fiscal first quarter of 1984.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

RECEIVED
JAN 6 1983
ROAD DESIGN
SECTION

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
I Wakerlig

Do Not File
Return To
Bring Up /
Action

95

AGR

STATE OF OREGON **INTEROFFICE MEMO**

TO: Ken Rolfe
Region I R/W Supervisor

DATE: December 16, 1982

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: AGR 218
Powell Blvd.-Heiney Rd. Sec.
S. E. 223rd Avenue & Towle Avenue
City of Gresham
Misc. C& A 6742

MISC. CONTRACTS and
AGREEMENTS No. 6215

Attached is an original to be sent to the City and a copy for your files of the subject agreement.

AE
mp

cc: Ed Hardt, w/c
Local Gov't Programs, w/c
Finance, w/c
Comm. Serv., w/orig.
Title, w/c
Description, w/c

On Jan report
noted in
agree book

81-125-1387

Contains Recycled Materials

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-19-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9867(7)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA- Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80367

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10/19/82	FAU 9867	City Street

10. GENERAL LOCATION:

Powell Blvd. - Heiney Road Section

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 10/13/82 you are authorized to proceed with the actual acquisition of Files 52565 through 52580 and 52595 through 52607 as shown on R/W map 9B-19-24 at a TEC of $386,000 Federal Funds $328,100.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
OCT 21 '82
REFER TO Molkung
FOR

Info	Intes	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

10/22
orig

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/19/82	G. K. Hessner	for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

[illegible]

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8254
Date: August ~~10~~ 12, 1982

File No: 226-1904

TO: HANK WAKERLIG
Road Design

FROM: Gary
GARY KENNEN
Metro Utilities Specialist

SUBJECT: Utility Easement
Powell Blvd.-Butler Rd. (Gresham Section)
Right-of-way Map No. 9B-19-24

Enclosed you will find a Xerox copy of the above map. Apparently a five-foot overhang easement for PGE has been overlooked along the north side of Powell. Would you please see that this easement is included in our takings?

pa

Enclosures

cc Ken Rolfe
Jim McClure
Robert Heard

/ Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
✓ Wakerlig

RECEIVED
AUG 12 1982
ROAD DESIGN
SECTION

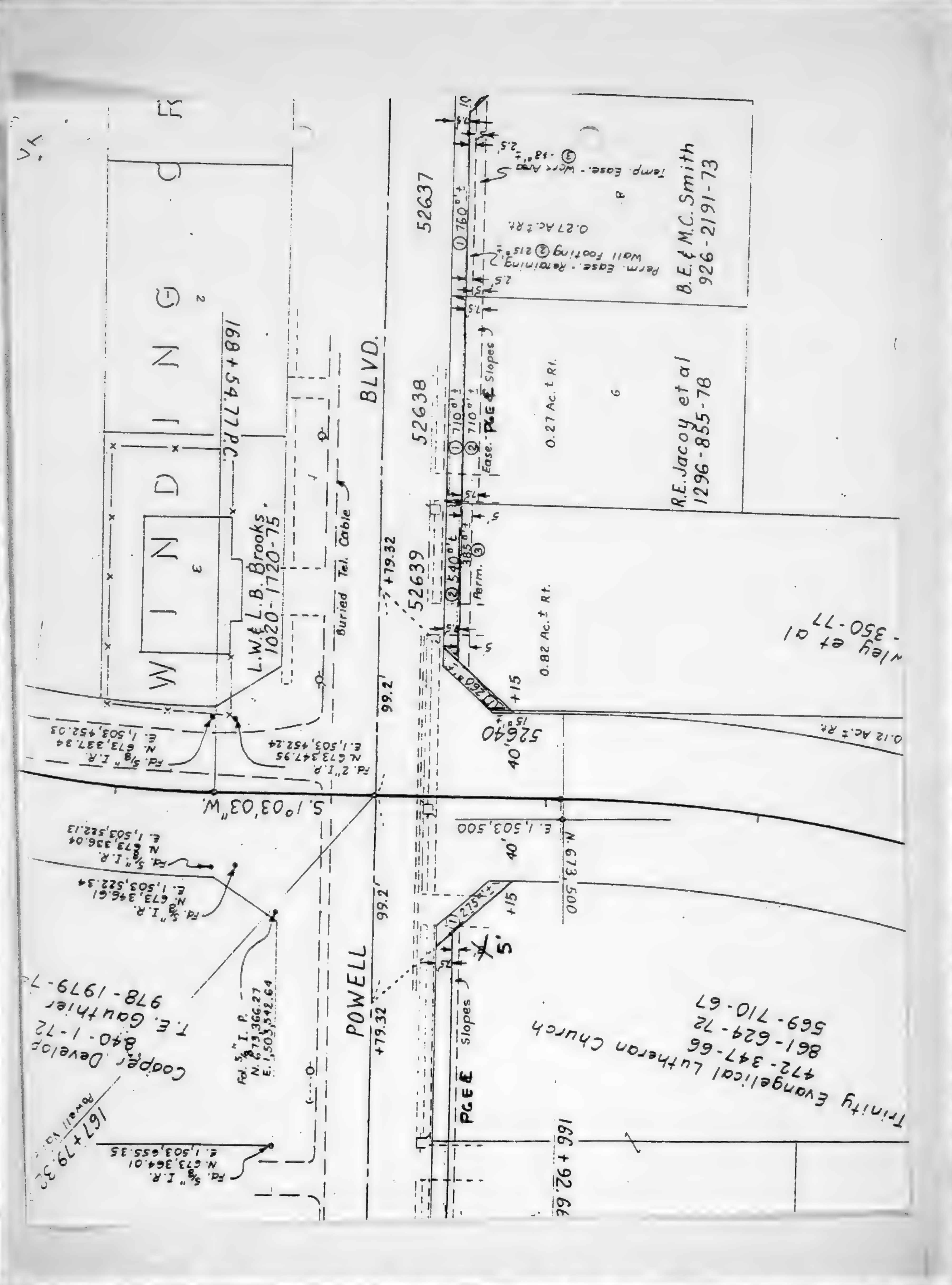
Do Not File
Return To
Bring to
Action

Aug. 12, 82

Hank Wakerlig

Also convert the "perm. easement" for slopes to a "Temp. easement work area" for file # 52641 Trinity Lutheran Church, since this is their front lawn. The grade diff. at the back of sidewalk is not significant. JMcClure

cc Ken Rolfe
Bob Heard


POWELL BLVD.
WINDING
L.W.& L.B. Brooks
1020-1720-75
Buried Tel. Cable
168+54.77 P.C.
52637
52638
52639
52640
+79.32
99.2
B.E. & M.C. Smith
926-2191-73
0.27 Ac.± Rt.
Temp. Ease. - Work Area
③ 18'±
Perm. Ease. - Retaining Wall Footing ② 215'±
① 760'±
2.5
R.E. Jacoy et al
1296-855-78
0.27 Ac.± Rt.
① 710'±
② 710'±
Ease. PG&E Slopes
② 540'±
385'±
③ Perm.
0.82 Ac.± Rt.
① 260'±
+15
15'±
40'
0.12 Ac.± Rt.
-350-77
S. 1°03'03" W.
E. 1,503,500
N. 673,500
Fd. 5/8" I.R. N. 673,337.34 E. 1,503,452.03
Fd. 2" I.P. N. 673,347.95 E. 1,503,452.24
Fd. 5/8" I.R. N. 673,336.04 E. 1,503,522.13
Fd. 5/8" I.R. N. 673,346.61 E. 1,503,522.34
Fd. 3" I.P. N. 673,366.27 E. 1,503,542.64
Fd. 5/8" I.R. N. 673,364.01 E. 1,503,655.35
① 275'±
5'
PG&E
Slopes
Cooper Develop.
840-1-72
T.E. Gauthier
978-1979-7
167+79.32
Powell Val.
Trinity Evangelical Lutheran Church
472-347-66
861-624-72
569-710-67
166+92.66

Gresham

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: July 20, 1982

TO: D. E. SWAN
Operation Programming Engineer

File No: 226-1904D

FROM: J. D. McClure
Project Development Manager

SUBJECT: Powell Road to Butler Road
Towle Road

The City of Gresham is requesting that Unit 4 of their project, from Heiney Road to Butler, be deleted for right-of-way and design. The City has asked that this project be downscoped due to inflation and other cost escalations (resolution and letter attached).

Some widening and right-of-way may be needed south of Heiney Road to taper the intersection to meet the existing roadway section. Curt Duval's staff will evaluate this need and send in a design revision for a taper section.

po

cc: E. L. Hardt
T. A. Spence
C. H. Duval
T. H. Schwab
E. J. Dunn
G. G. Kaiser
J. H. Versteeg
F. E. Terpin
Ken Rolfe
R. J. Heard
Attachments

1 Versteeg ✓
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 21 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring In
Action

City of Gresham
1333 N.W. EASTMAN AVENUE
GRESHAM, OREGON 97030
(503) 661-3000

326-1901

June 2, 1982

Mr. Jim McClure, Project Manager
Oregon Dept. of Transportation
5821 N. E. Glisan
Portland, Oregon

Dear Jim:

File No. T2.30AF

Please accept this letter as a follow-up to our conversation of 6-1-82 concerning the changes to the 221st/223rd Ave. Project. Due to inflation and other cost escalations, the City agreed to downscope the 221st/223rd Ave. Project. I have attached a resolution of the East County Transportation Committee which authorized a transfer of $1.1 million from Phase II to Phase I of the 221st/223rd Ave. Project.

It was the intent of this action to close down the Heiney Road to Butler section of the project. I would request that the state program the project to include only the Powell Blvd. to and including the Heiney Road intersection.

Respectfully,

Rick Walker
Planning Manager

RW/hk

encl.

Bob
Pls discuss w/ Berg & Ted + determine direction + proceed.
Jim
7/16

MA [✓ PDM] PDE FFM SPC
ODOT-METRO

JUN 4 - 1982

BM PAR PPC FILE T/A

EAST MULTNOMAH COUNTY TRANSPORTATION COMMITTEE

RESOLUTION

Whereas, the East Multnomah County Transportation Committee reviewed project priorities and reviewed the downscoping of projects, and

Whereas, the Committee decided to downscope the following projects:

242nd Avenue (Glisan to Division)
from $900,000 to $335,000

221st Avenue (Powell Blvd. to Butler Road)
from $4,413,000 to $3,067,000

Cherry Park Road (238th Avenue to Troutdale Road)
from $2,149,000 to $1,425,000

Whereas, the Committee determined there was a shortage of funds for constructing the 221st Avenue Project (Fariss Road to Powell Blvd.) and the Burnside Street Project (Stark Street to 221st Avenue) as originally conceived,

The Committee hereby resolves to utilize the $1,635,000 funds from the downscoped project in the following manner:

$1,104,000 to 221st Avenue Project
(Fariss Road to Powell Blvd.)

$ 531,000 to Burnside Street Project
(Stark Street to 221st Avenue)

Multnomah County

City of Troutdale

Dale E. Brown
City of Gresham

Joe Shearer
City of Fairview

4-30-81

1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80367

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/30/81

8. FEDERAL ROUTE NUMBER FAU 9867

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Powell Blve. - Butler Road Section

11. GENERAL DESCRIPTION OF WORK
PS&E Preparation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility and railroad preparatory work TEC $40,000 - F.F. $34,000
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's 4/29/81 letter.

(The aobve does not require additional obligation of funds)

RECEIVED
STATE HWY ENGR
MAY 4'81
REFER TO Moehring
FOR
Info Inves R/D D-R Sign Att File

orig to. 5-4-81

14. DATE 4/30/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

April 29, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Preliminary Engineering (Phase 2)
Project No. IX-9867(3)
Powell Blvd.-Butler Rd. Sec.
Multnomah County

I request authorization, after statutory requirements have been fulfilled for the Final Environmental Impact Statement, to proceed with the portion of preliminary engineering, including archaeological salvage and utility and railroad preparatory work, necessary to obtain PS&E approval with no additional obligation of funds to commence this phase of work.

JLG:bkc

cc: General Files

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No ROW 18-2

March 18, 1981

Ms. D. Leigh Davis
Transp. Specialist
Public Utility Commission
Labor & Industries Bldg.
Salem, OR 97310

SXF 1200
Crossing No. 4A-15.20

NOTED
H.S.COULTER

Dear Leigh:

In the Matter of the Application of the Oregon Department of Transportation, Highway Division, on behalf of Multnomah County, for the Authority, pursuant to ORS 763.030, to alter and change protection at a grade crossing at Towle Road and Portland Traction Company, Spring Water Division, in Gresham, Multnomah County, Oregon.

Please amend the subject application in accordance with the November 12th letter from William E. Cameron, City Engineer, Gresham and the November 20th letter from Dick Soderquist, Planning Engineer, Multnomah County

These changes reflect the fact that this portion of Towle Road is maintained by Multnomah County rather than the City of Gresham.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw
cc: E. L. Hardt
R. N. Bothman
H. S. Coulter
C. T. Keasey

RECEIVED
STATE HWY ENGR
MAR 19 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No ROW 18-2

October 1, 1980

RECEIVED
STATE HWY ENG'S
OCT 2 - '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

D. Leigh Davis
Transportation Spec.
Rail Rate & Service Div.
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

SXF 1200
CROSSING NO: 4A-015.20

Dear Leigh:

In the Matter of the Application of the OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, on behalf of MULTNOMAH COUNTY, for the authority, pursuant to ORS 763.030, to alter and change protection at a grade crossing of Towle Road and Portland Traction Company, Springwater Division, in Gresham, Multnomah County, Oregon.

The State of Oregon, by and through its Department of Transportation, Highway Division, has no objection to the issuance of an order in accordance with the application filed in the above-entitled matter. The road is not under the jurisdiction of the Highway Division.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw
cc: ~~H. S. Coulter~~
C. T. Keasey
E. L. Hardt
R. Bothman

Form 734-3122

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: September 17, 1980

File No: 226-1904

TO E. S. HUNTER
Technical Services

FROM R. N. BOTHMAN
Administrator
Robert N. Bothman

SUBJECT Noise Mitigation
Powell Boulevard-Butler Road Section
Towle Road, Gresham

complete
file 2-10
[illegible]

The City of Gresham's city manager conducted a survey of residents along the proposed noise barriers on the project. Attached is James R. Keller's September 11 and July 30 letters, and supporting documentation of their survey reaffirming the City's position on the barriers proposed in the Noise Study Report. This is the recommendation of the City, and the majority of affected residents along the project.

The statement in Mr. Keller's letter that states: ". . ., a local improvement district would have to be formed with benefiting properties participating," has been discussed with him in more detail. Mr. Keller states that if the developers hadn't reserved a corridor for the roadway; i.e., without that corridor, the City would not have approved the developments.

The City had a choice of two courses for the development process.

1. To require construction of the roadway before allowing development.
2. To allow development with reservation of a corridor for the planned roadway.

Gresham chose the second method and by doing so postponed the roadways cost to individuals purchasing property in the developments.

The City feels on this basis a Local Improvement District is appreciable. They are using a LID to fund the portion of the entire project cost not covered by federal dollars.

I recommend the Noise Study Report be revised deleting the noise barriers. FHWA approval of the modification will allow design approval and continued progress on this project.

nyr

1-22-80

NOTED
E. S. HUNTER

Attachment

cy Potter
Please proceed
as recommended.
Ed.

RECEIVED
TECHNICAL SERVICES
SEP 18 '80
REFER TO
FOR

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Noted
H. S. COULTER

In Reply Refer to
File No.: ROW 18-2

August 12, 1980

Mr. Craig Reiley, Administrator
Rate and Service Division
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

PUC Applications
Crossing Nos. 4C-3.21 & 4A 15.20
Eastman Avenue & Towle Road
Gresham and Multnomah County

Dear Craig:

Enclosed is the original and ten (10) copies of two (2) applications in the name of Oregon Department of Transportation in behalf of Gresham and Multnomah County regarding the subject grade crossings.

Cordially,

RD Trygstad
Roger D. Trygstad
Railroad & Utility Engineer

RDT:csr
Encl.
cc: H. S. Coulter, w/copy
R. N. Bothman, "
E. L. Hardt, "
C. T. Keasey, "
D. E. Swan, "
J. L. Sollis, w/copy

RECEIVED
STATE HWY ENGR
AUG 13 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

PUC Docket No. SXF ____________

PUC Crossing No. 4A-015.20

DOT-AAR Crossing No. 863 183D

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of Oregon Department of Transportation, (name of applicant)

Highway Division, on behalf of Multnomah County.

for the authority, pursuant to ORS 763. 030 (020/030/040), to

Alter/change protection at (construct/alter/change protection at/relocate/close) a Grade (grade/separated) crossing

of Towle Road (name of street or highway)

and Portland Traction Company (name of railroad company)

Springwater Line (name of railroad main or branch line or other trackage)

in (in/near) Gresham (name of city/town/rail station), Multnomah (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $____________

☒ Federal-Aid Highway System funds.*
FHWA 85% / 15% Local match (City of Gresham)

☐ Other Federal Funds.*
____

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

Scheduled to begin October, 1981
Completed 82, October

PUC Form 202 (30) 1-80

Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) _____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) _____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) _____ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II, V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II, V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) _____ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing.

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) _____ Other (please specify)____

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT TTOM OF PRECEDING PAGE BEFORE COMPLETING S FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or—	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Multnomah County

Address:

Name of Applicant's Contact Person and Telephone No. Dick Soderquist 248-3607

2. Statutory authority under which this application is made: ORS 763. 030
020/030/040

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 4A-015.20

b. City Gresham

c. Nearest railroad station Linneman Jct.

d. County Multnomah

e. The proposed project is to be in the ____ 1/4 of the ____ 1/4 of Section ____, Township ____, Range ____, W. M.

4. a. Name of public highway involved in this project:

Towle Road

b. Name of public authority with jurisdiction over this highway:

Multnomah County

5. Name of railroad involved in this project: Portland Traction Company

Springwater Branch
(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. PT Co
b. SPR Co
c. UPRR Co
d. City of Gresham
e. Portland General Electric Co.
f. Oregon Department of Transportation, Highway Division
g. Federal Highway Administration

Have you served each of these parties with a copy of this application? No
(yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):
In 1976, Mt. Hood freeway funds ($200 million) became available for alternate transportation needs. East County has been plagued with in adequate North-Routes to handle the burgeoning suburbs. Towle Road has been earmarked as a collector street linking Swerly Gresham with Powell Bldg. The existing roadway is inadequate to handle its traffic volume and its bridge over Johnson

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? ______ (yes/no)

b. If yes, why? ______

9. Is the crossing involved (to be) a separated crossing? ______ (yes/no)

Creek is narrow (16½'). The FHWA is funding a project to link 223/221 with the Banfield freeway, Towle Road will be realigned and parallel PR Co's track thence to Powell, through the old Multnomah County Fairgrounds to Fariss Road thence to 1-80. Applicant will install non-mountable curb on a 2 lane w/12' median turn optional strup throughout + 2 - 4' bike lanes.

SECTION II. Grade Crossing. (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ________ (yes/no)

If no, why not? ________

11. Physical description of the crossing:

a. The Highway

(1) Alignment --Describe the highway alignment for 500 feet on each approach, both before and after the project:

8° curved with brief tangent to curved

(2) *Width--The highway is 23 feet wide at the crossing at present; after completion of the project, it will be 42 feet wide at the crossing; consisting (from E (N or E) to W (S or W)) of:

At present—		After completion—	
Shoulder** of	-- feet	Shoulder of	4 feet
1 lane(s) at	11½ ft. ea.	1 lane(s) at	11 ft. ea.
Median of	-- feet	Median of	12 feet behind non-mount curb on North
1 lane(s) at	11½ ft. ea.	1 lane(s) at	11 ft. ea.
Shoulder of	____ feet	Shoulder of	4 feet
		Sidewalk	5½ feet

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

11.a. (continued)

(3) Surface—

	At present:	After completion:
Width between rails (measured perpendicular to the roadway centerline):	23	47½ includes sidewalk
Type of surface of traveled way:		
on approaches	asphalt	asphalt
at crossing	asphalt	asphalt
Type of surface on shoulders;	gravel	asphalt
Condition of surface:		
on approaches	irregular	good
at crossing	irregular	good
Is highway curbed on the approaches?	no	yes
Is there one or more sidewalks at this crossing?	no	1 on west side

If either answer to the above question(s) is "Yes," please describe below, including width and location of each sidewalk:

5½ foot sidewalk west side Xing.

(4) Gradient, going toward crossing on—

	At present:	After completion:
N (N or E) approach	± ½ %	± ½ %
S (S or W) approach	± 1 %	± 1 %

(5) Nearest public roadway intersection on each approach—

(a) N (N or E) approach: 4000 ft; ADT 400

(b) S (S or W) approach: 350 ft; ADT 300

Name of road or highway:

(a) Bindsdale Drive

(b) SW 10th Drive

Public authority with jurisdiction over road or highway:

(a) Gresham

(b) Gresham

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties in interest in this matter—see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) No (yes/no); (b) No (yes/no).

11.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, they should also be listed under item 14 herein and a signal operation matrix should accompany the application. The State Grade Crossing Protection Account can participate in funding only for costs of the actual interconnection of the traffic signals with the railroad signals and circuitry.)

(6) a. Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

2 X Bs

2AWS, 2AWPM No SCLS

b. Are all the devices to remain up to current standards? ________

b. The Railroad

	At present:	After completion:
(1) Number of tracks—	1	1
Name of each track from	-- (N or E) to -- (S or W):	
(2) Angle of intersection—	70 °	70 °

If more than one track-highway angle exists, please give details below, track by track:

(3) Alignment--Describe the railroad track(s) for 500 feet in each direction, both before and after the project:

Curved

11.b. (Continued)

(4) Nearest switch—	At present:	After completion:
E (N or E) of crossing:	4 miles ft.	same ft.
W (S or W) of crossing:	4000 ft.	same ft.

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume—

At present: 2700; After completion 8400;

(2) Speed of vehicles (estimated 85th percentile speed)—

	At present:	Expected after completion
At SSD* from crossing on N (N or E) approach:	25 mph	35 mph
on S (S or W) approach:	25 mph	35 mph
At crossing:	25 mph	35 mph
Posted speed limit on approaches:	— mph	35 mph
(3) Direction of traffic flow:	N - S (N & S, etc.)	

b. The Railroad

	At present:	Expected after completion:
(1) Train movements— (avg. per day)		
Freight trains:	3	3
Switching movements:	N/A	N/A
Passenger trains:	N/A	N/A
(2) Speed of trains—		
Maximum allowable:	15 mph	15 mph
Typical:	5 mph	5 mph
Slowest Normal:	0 mph	0 mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains—

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
N (N or E) approach:	590 ft. to right; 280 ft. to left
S (S or W) approach:	590 ft. to right; 340 ft. to left

*Safe Stopping Distance (see table page 7).

13. a. (Continued)

(2) From a "safe stopping distance" (see table below) on the . . . The motor vehicle operator can see along the railroad . . .

N (N or E) approach: 500 ft. to right; 200 ft. to left

S (S or W) approach: 100 ft. to right; 075 ft. to left

If these sight distances will be changed on completion of the project, please explain below:

Johnson Creek Bridge will be widened

Brush will be trimmed

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 ft.	30 mph	169 ft.	50 mph	360 ft.
15 mph	69 ft.	35 mph	210 ft.	55 mph	418 ft.
20 mph	98 ft.	40 mph	256 ft.	60 mph	481 ft.
25 mph	131 ft.	45 mph	306 ft.		

b. Of the proposed protective devices—

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

____ (yes/no) If yes, please explain by what and at what point it will be obstructed:

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? ____ (yes/no)

If yes, explain how you propose to overcome this problem. If no, why not?

14. List the number and types of protective devices to be installed at the crossing and on its approaches.

TYPES OF DEVICES (refer to rule OAR 860-42-060)

Standard No. 1M, multiple track sign
Standard No. 1P, reflectorized crossbuck for pedestrian crossings only
Standard No. 1R, reflectorized crossbuck
Standard No. 1S, vehicle stop sign (to stop vehicles)
Standard No. 1T, railroad stop sign (to stop trains)
Standard No. 2, flashing light signal
Standard No. 2B, cantilevered flashing light signal
Standard No. 2P, flashing light signal for pedestrian crossings only
* Standard No. 4, automatic gate signal
Activated advance warning sign with message "PREPARE TO STOP WHEN LIGHTS FLASH."
Standard stop clearance lines
Standard "EXEMPT" sign
Standard advance "EXEMPT" sign
** Standard part-time turn restriction sign
Standard "DO NOT STOP ON TRACKS" sign
Standard advance warning sign
Standard "STOP AHEAD" sign
Standard advance warning pavement markings
Standard highway guardrail (urban or rural)
Non-mountable curb
Traffic signals at crossing
** Traffic signals at adjacent intersection

---

* To be used in conjunction with Standard No. 2 or No. 2B signals. Please indicate which it will be.
** Please furnish description of traffic signal operation, including a signal operation matrix upon train preemption.

a. Protection type: Commissioners Standard # 2 Flashing light signals

Number of such devices: 2 ; To be located as follows:
No closer than 25' from roadway centerline in southeast quad and northwest quadrants no closer than 12' centerline nearest track

(1) Who will perform the installation: PT Co

(2) Estimated cost of installation: $ 65,000 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
FHWA	85%
City of Gresham	15%

(4) Who will maintain these devices? Portland Traction Company

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Portland Traction Co.	100%

*** Include cost of furnishing the protective devices(s).

14. (Continued)

b. Protection type: Commissioners Std. #4 Automatic Gate

Number of such devices 2 ; To be located as follows: located in conjunction with Commissioners Std #2

(1) Who will perform the installation? PT Co

(2) Estimated cost of installation: $ Included in (a.) above

(3) Who will pay for said installation?

Name of Party	Percent of Cost
FHWA	85%
City of Gresham (local match)	15%

(4) Who will maintain these devices? PR Co.

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
PT Co.	100%

c. Protection type: AWPM, SCL

Number of such devices: 2 ea ; To be located as follows:

AWPM = At crossings SSD

SCL = Located one foot in advance of point gate X rd.

(1) Who will perform the installation? FHWA in conjunct. w/ ODOT contract

(2) Estimated cost of installation: $ 1200

(3) Who will pay for said installation?

Name of Party	Percent of Cost
FHWA	85%
City of Gresham	15%

(4) Who will maintain these devices? City of Gresham

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
City of Gresham	100%

NOTE: Add 14d, e, etc., on seperate sheet, if needed.

If Commissioner's Standard No. 2, 2B or 4 signals are to be installed, describe how motorist will be protected from striking these signals. RURAL TYPE GUARDRAIL, MODIFIED RURAL TYPE GUARDRAIL (describe modification), URBAN TYPE GUARDRAIL OR NON-MOUNTABLE CURBING.

15. Protection at signal: Non-mountable

Number of such devices: 2 ; To be located as follows:

Curbing will be install throughout project

(1) Who will perform the installation? FHWA (ODOT Contract)

(2) Estimated cost of installation: $

(3) Who will pay for said installation?

Name of Party	Percent of Cost
FHWA	85%
City of Gresham	15%

(4) Who will maintain these devices? Multnomah County

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Multnomah County	100%

16. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Portland Traction Company

Estimated cost of this portion: $ 25,000

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: FHWA (ODOT Contract)

17. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

FHWA 85% City of Gresham 15%

b. Remainder of crossing area: 85% FHWA 15% City of Gresham

18. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Portland Traction Company

b. Remainder of crossing area: Multnomah County

19. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

Portland Traction Company

b. Remainder of crossing area: Multnomah County

20. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track of the crossing should be covered in the answer. Example: Main track--constant warning time device (predictors); Siding track--motion sensing type equipment; Spur tracks--island circuits.)

2 - Grade crossing predictive devices.

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms?

yes (yes/no) If so, describe the obstacles, identify the owner and make the owner a party in interest in this matter.

Portland General Electric

need min 35' clearance

SECTION III. Separated Crossings

21. At the crossing, the highway will be ______________ the railroad tracks.
(above/below)

If the highway is to be below the railroad, will the abutments be protected by impact attenuators?

____
(yes/no)

If no, please give reasons why attenuators are not necessary:

____

____

____

22. Who will construct the structure?

____

____

23. Who will pay for such construction?

Name of Party	Percent of Cost

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

____

b. All highway appurtenances: ____

c. Above the bottom of the beams plus the beam-bearing assemblies:

____

d. Railroad tracks, railroad drainage and all railroad facilities:

____

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

____

b. All highway appurtenances: ____

c. Above the bottom of the beams plus the beam-bearing assemblies:

____

d. Railroad tracks, railroad drainage and all railroad facilities:

____

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?

____

27. Is a temporary impairment [illegible] standard clearance on the railroad nece[illegible]y during the construction period? ________
(yes/no)

If so, describe (and attach complete drawing): ______________________________

____

____

____

____

28. Is a temporary crossing at grade necessary during the construction period? ________
(yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: __________.

How long is it contemplated that this temporary crossing will be necessary?
(Furnish specific dates if possible.)

____

____

SECTION IV. — PERMANENT CROSSING CLOSURE

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 41 of this form. If all parties in interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

29. Name and location of crossing to be closed (If different from crossing described in items 3, 4 and 5 of this application):

____

____

____

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

30. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A: ______________________________

____

Route B: ______________________________

____

31. How much circuity is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A — 1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A: ______________________________

____

Route B: ______________________________

____

32. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A: ______________________________

____

Route B: ______________________________

____

33. Will emergency services to or from the area served by the crossing to be closed be adversely affected?

____
(yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties in interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect:

34. What protective devices are currently installed at the crossing to be closed?

35. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed?

____
(yes/no)

36. Describe how the crossing will be closed. (Barricades, roadway surface removal, roadway relocation, appropriate signing, etc.)

37. Who will close the crossing?

38. Who will bear the expense of closing the crossing?

39. Who will maintain the barricades, if any, at the closed crossing?

40. Who will pay for said maintenance?

SECTION V. — (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? yes (yes/no)

If yes, list and explain: in conjunction with the interim authorization of 4A-013.8-A (Highlan Dr.) PUC staff is investigating

If no, explain why not: Closure of St 190th Ave - 4A-14.20

42. Other items of construction and cost distribution: ____________

* *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? ______ (yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following-enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: ____________

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at SALEM, Oregon this 11 day of August, 1980

(Applicant)

(Attorney)

PUC Form 202 (30) 1-80
Page Seventeen (Section V)

I, H. S. Coulter, being fi[illegible] duly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

H S Coulter

STATE OF OREGON)

) ss.

County of Marion

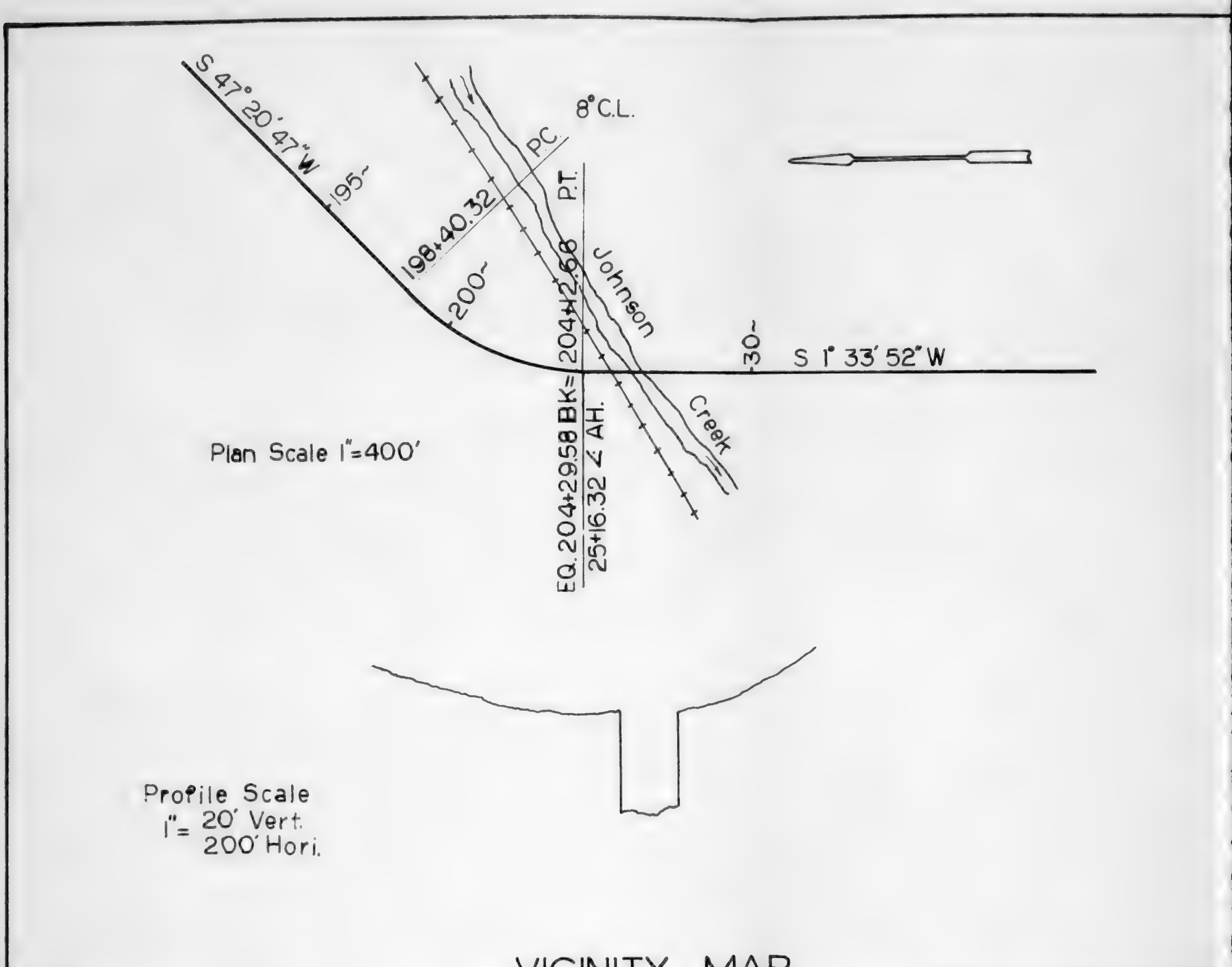
Subscribed and sworn to before me this 11th day of August, 1980.

(Notary Public for Oregon)

My Commission Expires: 12-18-82

PUC Form 202 (30) 1-80

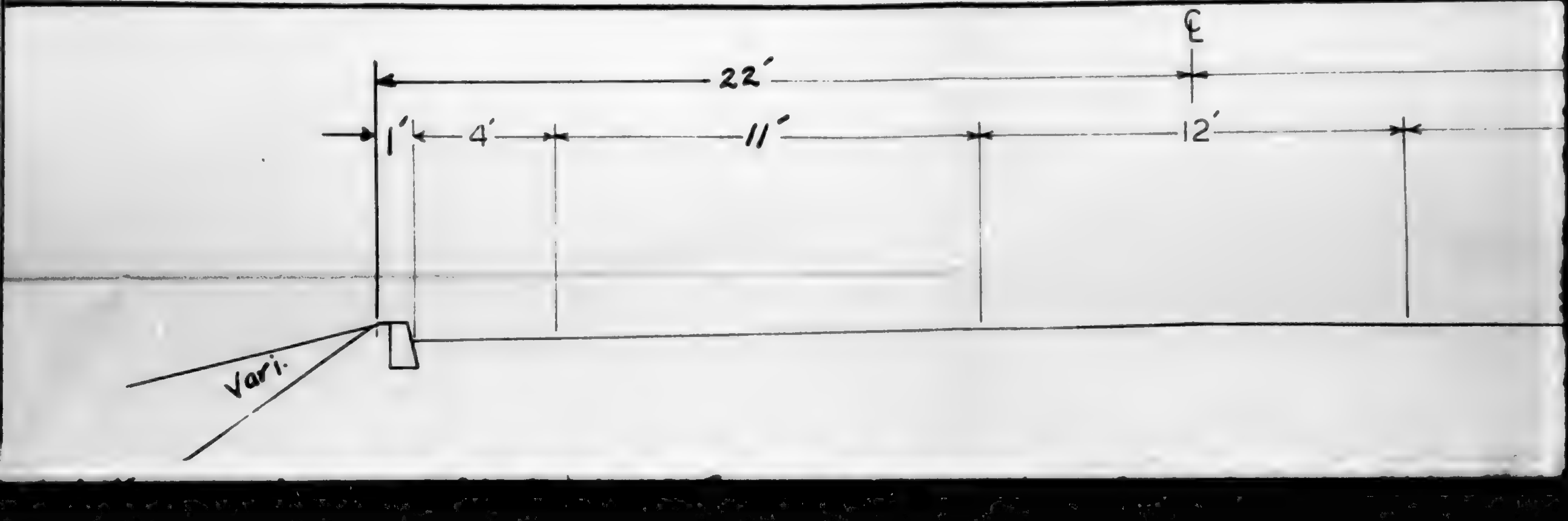
Signature Page

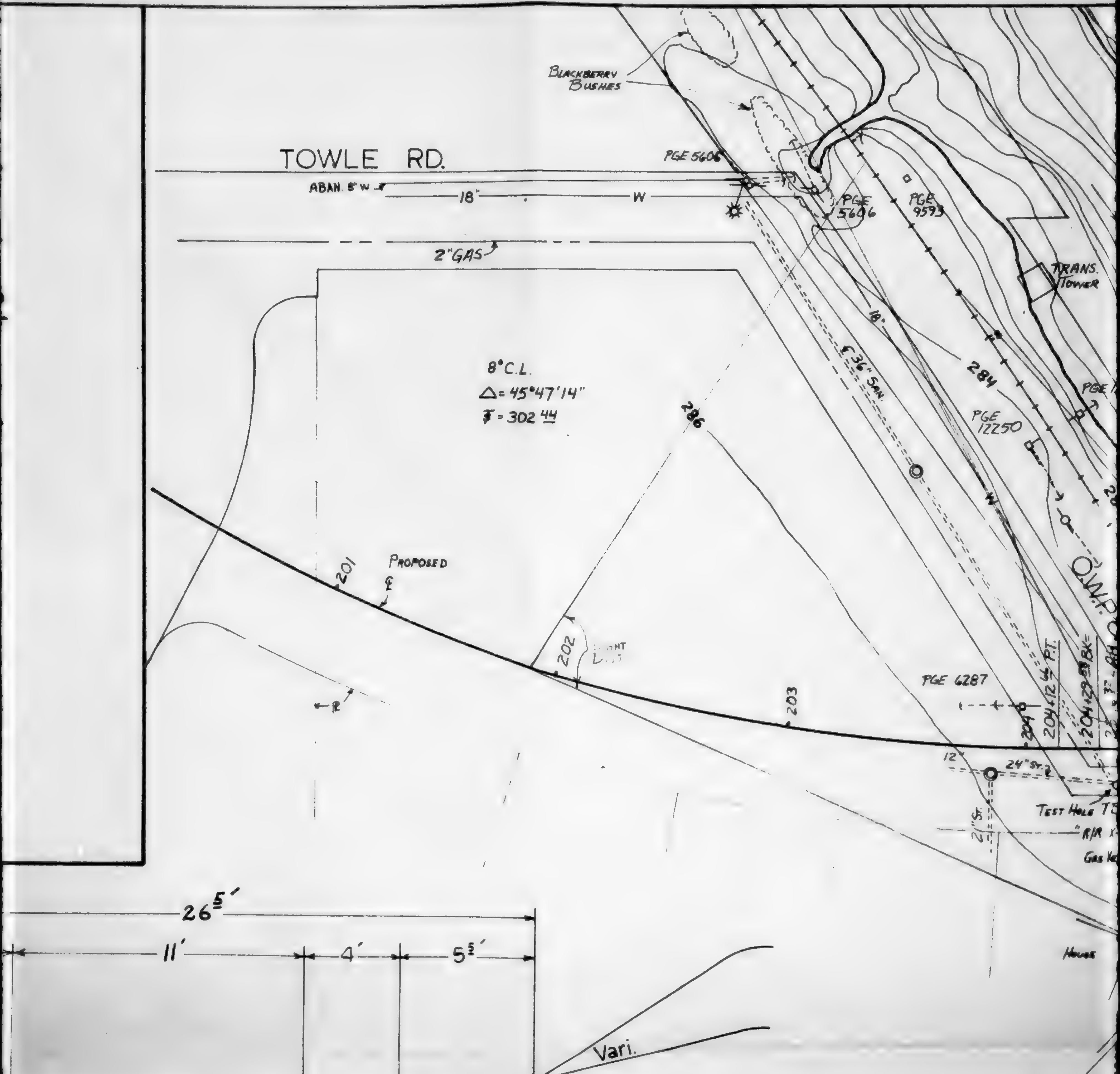

S 47° 20' 47" W
195~
198+40.32
P.C.
8° C.L.
P.T.
200~
204+2.68
EQ. 204+29.58 BK=
25+16.32 ∠ AH.
Johnson
Creek
30~
S 1° 33' 52" W

Plan Scale 1"=400'

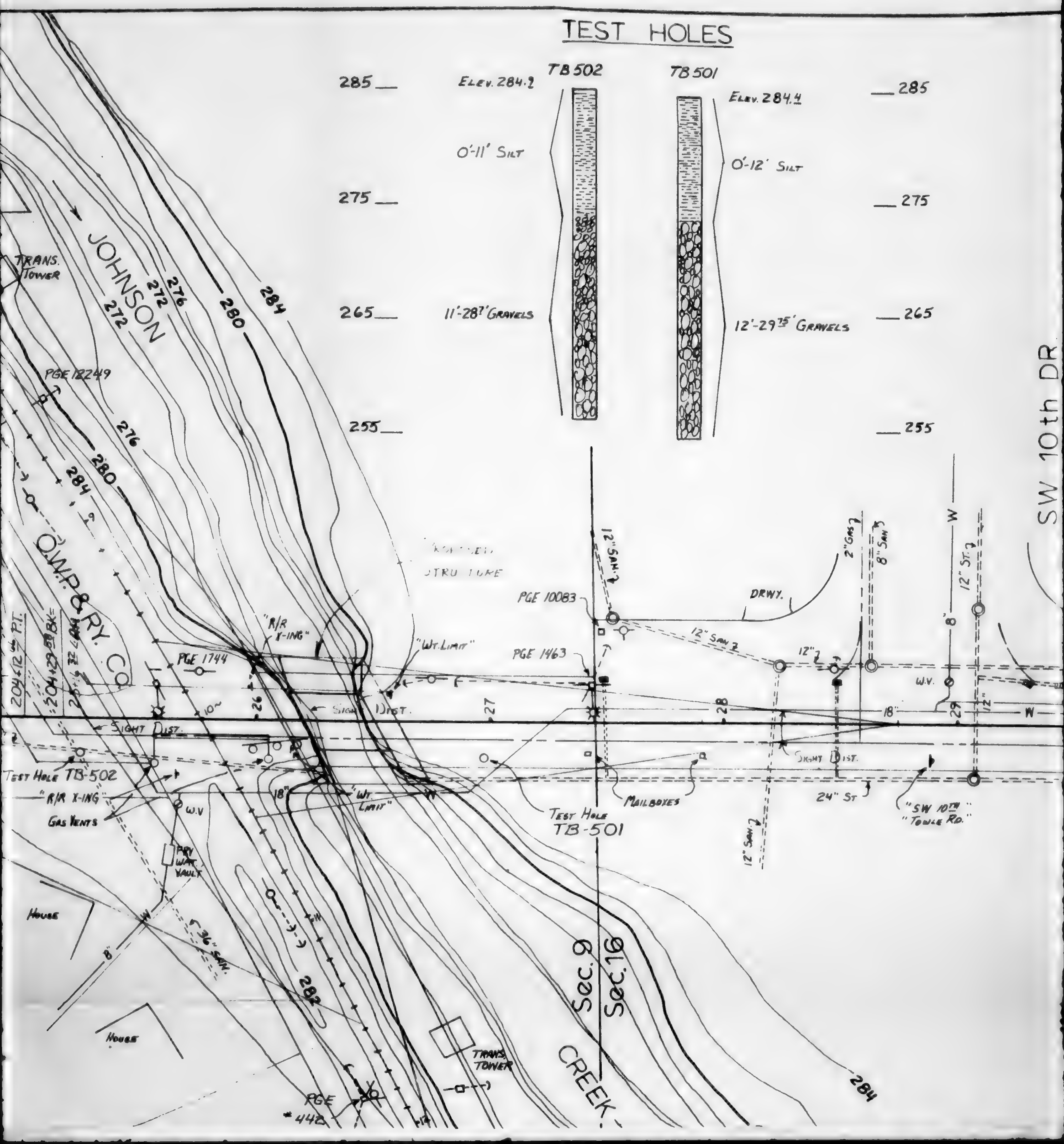
Profile Scale
1"= 20' Vert.
200' Hori.

VICINITY MAP


℄
22'
1'
4'
11'
12'
Vari.

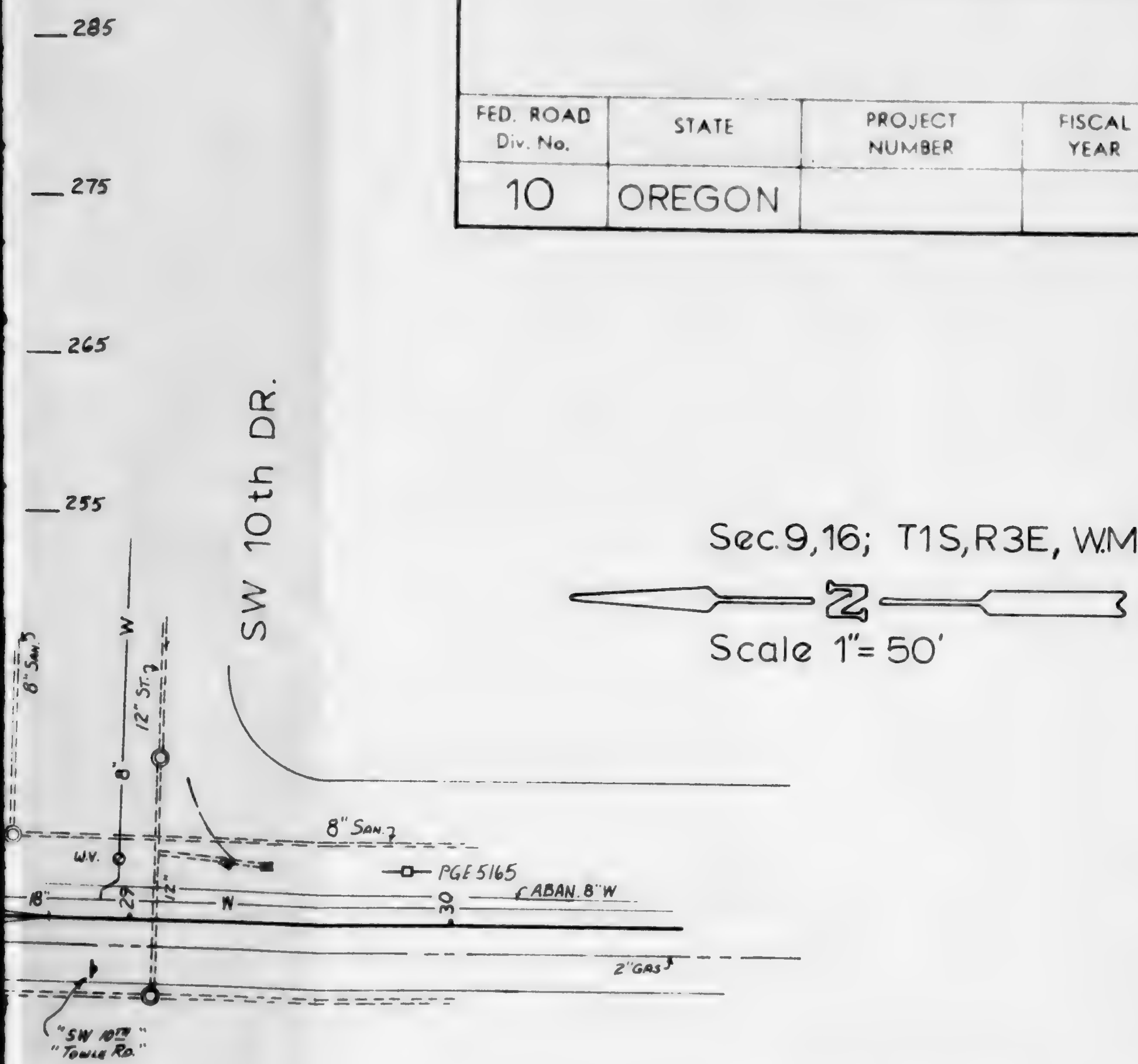


Blackberry Bushes
TOWLE RD.
PGE 5606
ABAN. 8" W
18"
W
PGE 5606
PGE 9593
2" GAS
Trans. Tower
18"
36" San.
284
PGE
8° C.L.
$\Delta = 45°47'14"$
T = 302.44
286
PGE 12250
Proposed ℄
201
202
Right Dist.
203
PGE 6287
204
204+12.44 P.T.
204+29.59 BK=
12"
24" St.
Test Hole T
21" St.
R/R X
Gas Ve
House
26.5'
11'
4'
5.5'
Vari.


TEST HOLES
TB 502
TB 501
285
275
265
255
Elev. 284.9
Elev. 284.4
0'-11' Silt
0'-12' Silt
11'-28.7' Gravels
12'-29.75' Gravels
JOHNSON
CREEK
O.W.P. & RY. CO.
SW 10th DR
Trans. Tower
PGE 12249
PGE 10083
PGE 1463
PGE 1744
PGE #442
"R/R X-ING"
"Wt. Limit"
Sight Dist.
Test Hole TB-502
Test Hole TB-501
Gas Vents
W.V.
Pry. Wat. Vault
House
36" San.
Mailboxes
Drwy.
12" San.
2" Gas
8" San.
12" St.
24" St.
18"
"SW 10th" "Towle Rd."
Sec. 9
Sec. 16
26
27
28
29
272
276
280
282
284

				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			*See Index*

13U-15

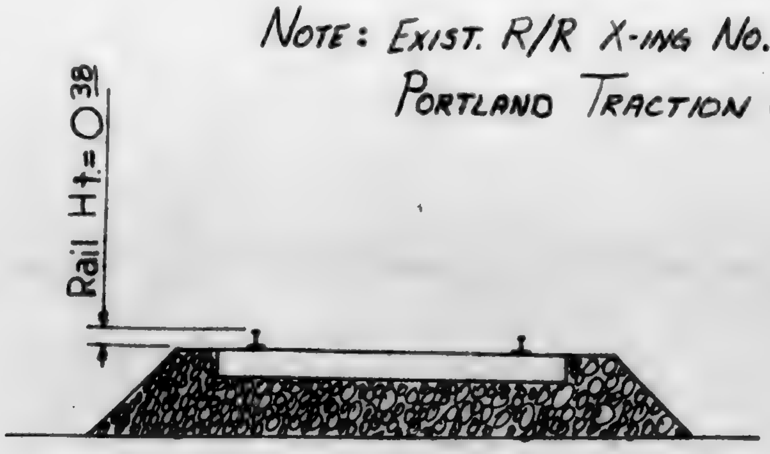


285
275
265
255
SW 10th DR.
8" San.
W
8"
12" St.
W.V.
8" San.
PGE 5165
ABAN. 8" W
18"
29
12"
W
30
2" Gas
"SW 10th"
"Towle Rd."

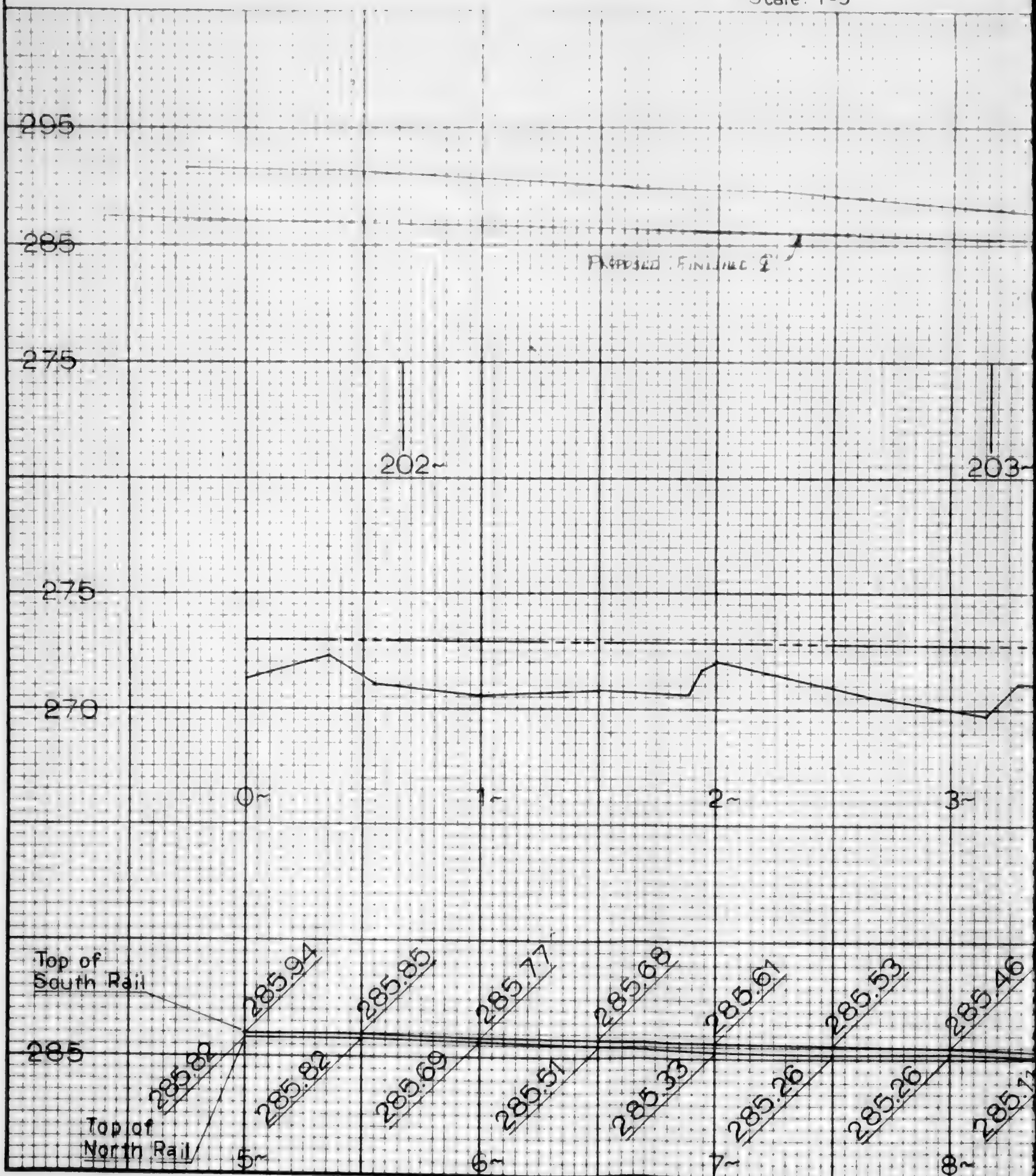
Sec. 9,16; T1S, R3E, W.M.

Scale 1"= 50'

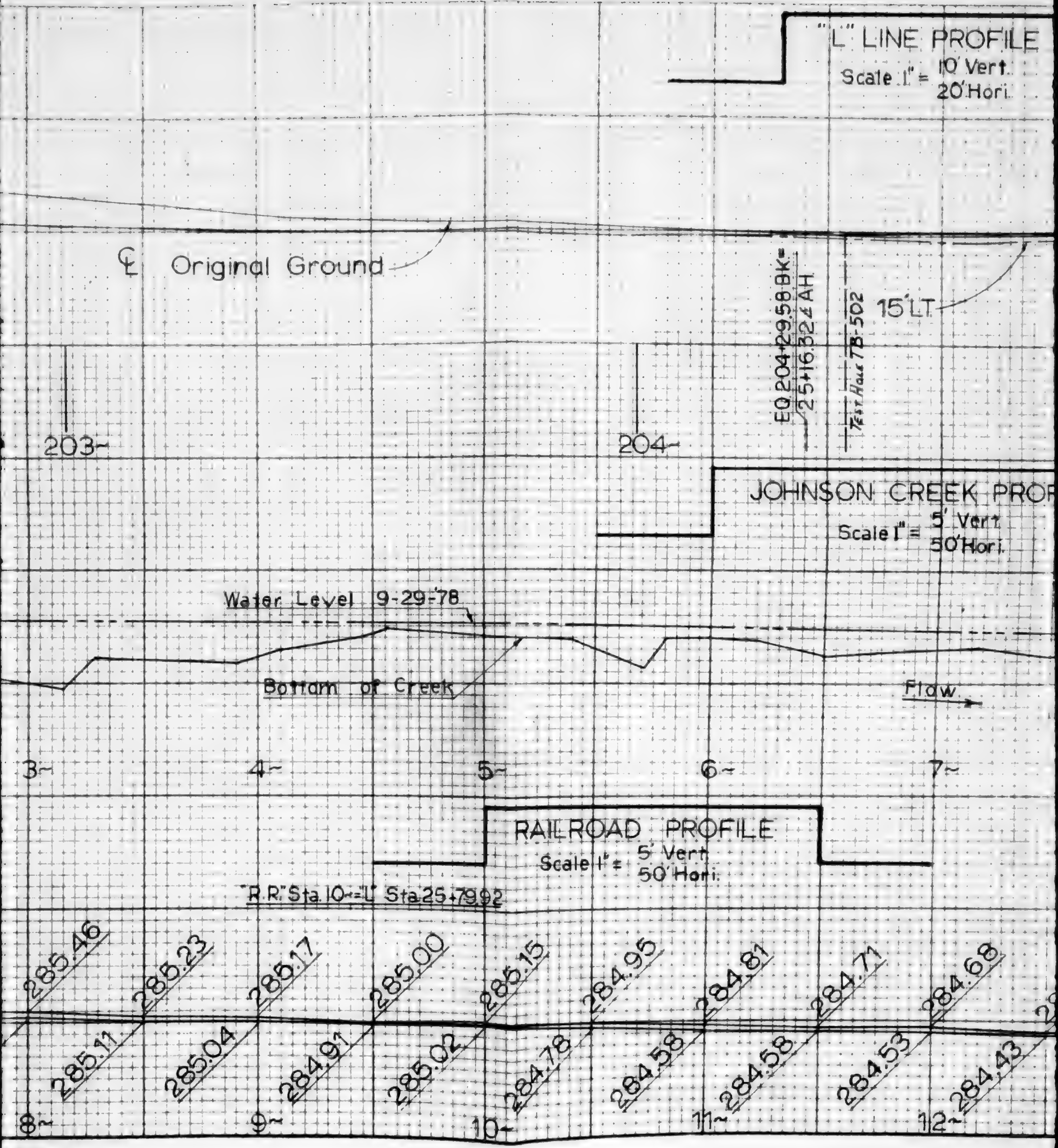
Note: Exist. R/R X-ing No. 4A 015²⁰
Portland Traction Co.

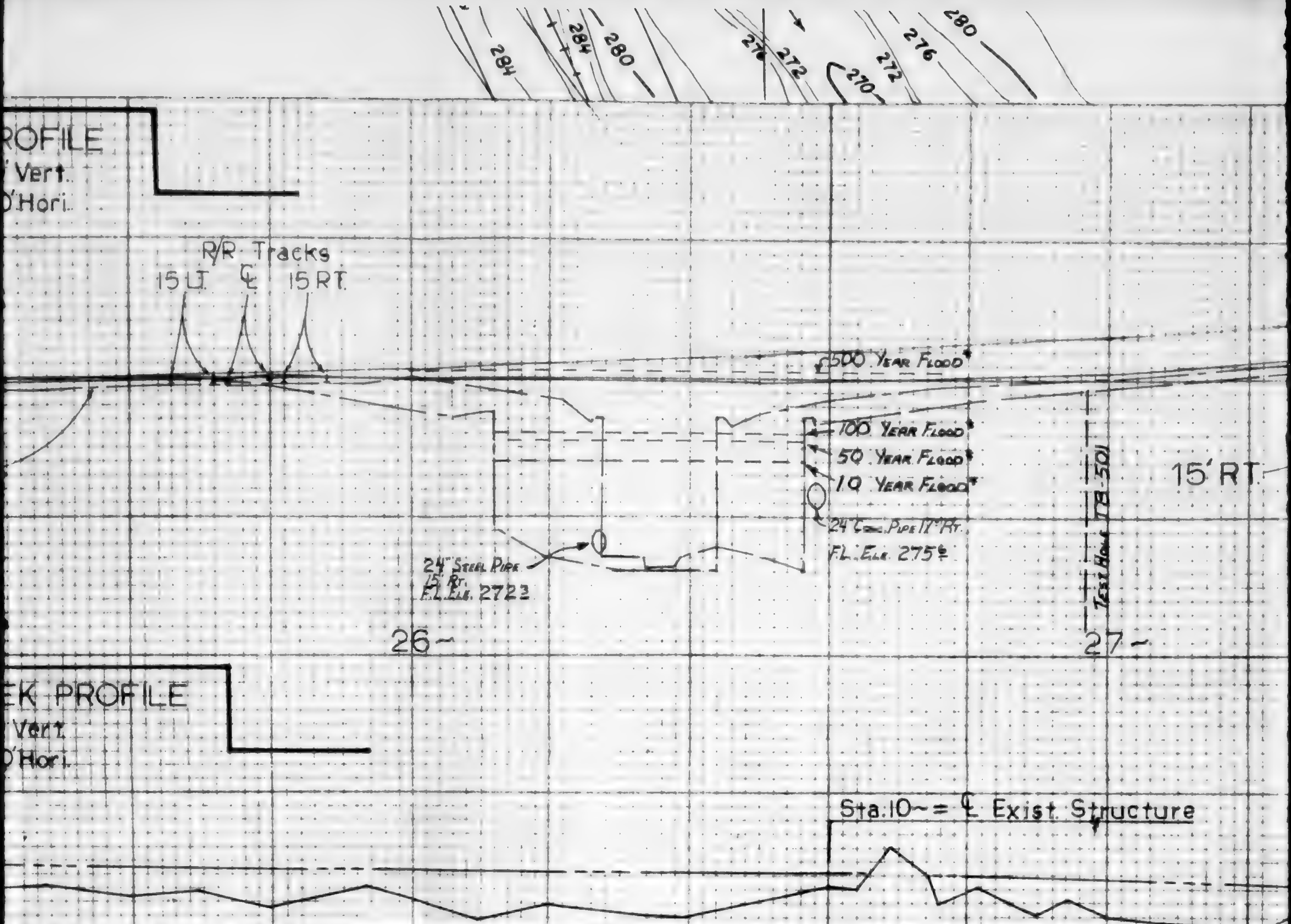


TYPICAL ROADWAY SECTION
Scale. 1"=5'

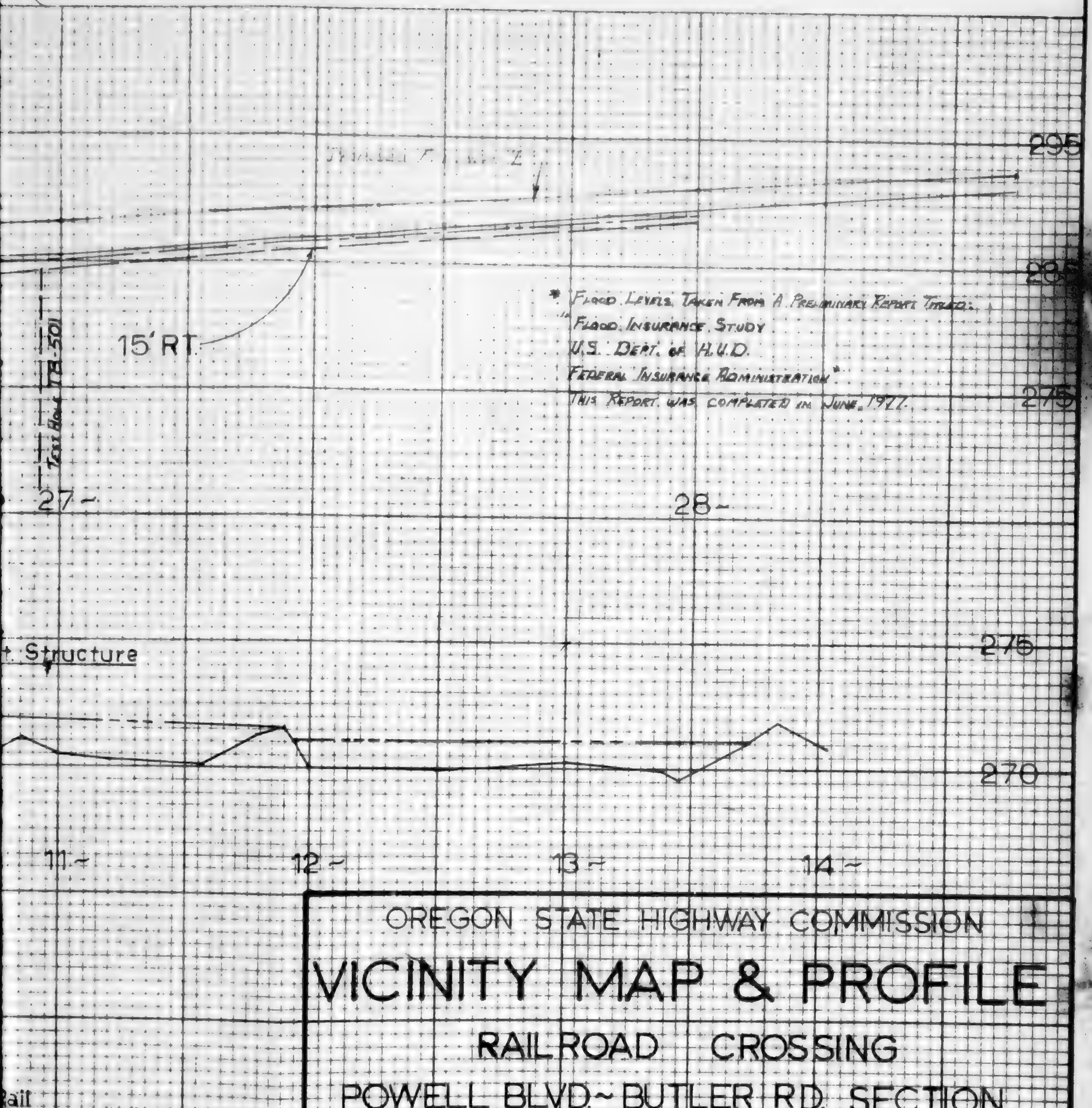

295
285
Proposed Finished ℄
275
202~
203~
275
270
0~
1~
2~
3~
Top of
South Rail
285
285.94
285.85
285.77
285.68
285.61
285.53
285.46
285.80
285.82
285.69
285.51
285.33
285.26
285.26
Top of
North Rail
5~
6~
7~
8~

CTION


"L" LINE PROFILE
Scale 1" = 10' Vert. 20' Hori.
℄ Original Ground
EQ 204+29.58 BK= 25+16.32 ℄ AH
Test Hole TB-502
15' LT.
203~
204~
JOHNSON CREEK PROF
Scale 1" = 5' Vert. 50' Hori.
Water Level 9-29-78
Bottom of Creek
Flow
3~
4~
5~
6~
7~
RAILROAD PROFILE
Scale 1" = 5' Vert. 50' Hori.
"R.R." Sta. 10~ = "L" Sta. 25+79.92
285.46
285.23
285.17
285.00
285.15
284.95
284.81
284.71
284.68
285.11
285.04
284.91
285.02
284.78
284.58
284.58
284.53
284.43
8~
9~
10~
11~
12~


284
284
280
276
272
270
272
276
280
ROFILE
Vert.
0' Hori.
R/R Tracks
15 LT.
℄
15 RT.
500 YEAR FLOOD*
100 YEAR FLOOD*
50 YEAR FLOOD*
10 YEAR FLOOD*
24" CORR. PIPE 17' RT.
F.L. ELEV. 275±
24" STEEL PIPE 15' RT.
F.L. ELEV. 272.3
TEST HOLE TB-501
15' RT.
26~
27~
EK PROFILE
Vert.
0' Hori.
Sta. 10~ = ℄ Exist. Structure
8~
9~
10~
11~
84.68
284.53
284.54
284.53
284.41
284.17
284.05
284.43
284.38
284.29
284.19
283.91
283.75
South Rail
285
North Rail
13~
14
15~

TYPICAL RAILROAD SECTION
No Scale


295
285
275
15' RT.
Test Hole TB.501
27 -
28 -
t Structure
275
270
11 -
12 -
13 -
14 -
ail
ail

* Flood Levels Taken From A Preliminary Report Titled:
"Flood Insurance Study
U.S. Dept. of H.U.D.
Federal Insurance Administration"
This Report was completed in June, 1977.

OREGON STATE HIGHWAY COMMISSION

VICINITY MAP & PROFILE

RAILROAD CROSSING

POWELL BLVD. ~ BUTLER RD. SECTION

CITY OF GRESHAM MULTNOMAH COUNTY
E.J. DUNN; RES. ENG'R. OCT. 1978
Bridge No. Drawing No.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone 238-8226

July 30, 1980

In Reply Refer to
File No.
226-1904 (120)

NOTED
E. S. HUNTER

The Hon. Al Meyers
Mayor of Gresham
1333 N.W. Eastman
Gresham, OR 97030

Copy
[illegible]
& #9400

Subject: Fariss Road to Powell Boulevard and
Powell Boulevard to Butler Road Projects

The Federal Highway Administration has withheld design approval of these projects pending a satisfactory resolution of the noise mitigation question. They have taken the stance that insufficient funding is not an adequate reason for rejecting cost effective noise mitigation work. I've attached a copy of the Federal Highway Administration memo stating this. You may recall that the recommended noise barriers were in the section from Powell Boulevard to Johnson Creek.

On the surface, the Federal Highway Administration's point is difficult to refute. If the barriers are considered practical and cost-effective (a judgement), then they should be incorporated into the project plans as part of the project. The Oregon Department of Transportation, acting as technical consultant to the City of Gresham, found the barriers to be both practical and cost-effective. This information is contained in the project Draft Environmental Impact Statement.

In order to resolve this, would you please explore with your staff the following items:

1. The cost-effectiveness and practicality are both a matter of judgement. The principal method we used to determine cost-effectiveness is cost/dBA reduction/dwelling unit. Are there other factors the City of Gresham used to arrive at its decision, other than project costs?

RECEIVED
TECHNICAL SERVICES
AUG 01 '80
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

2. Are there other factors which would have a bearing on the matter, such as:
   a) Objections to mitigation raised by property owners at the public hearing. This could include expressions of concern about the loss of visibility to the roadway, visual dominance of the barrier, safety, or other related concerns.
   b) Highway safety (sight distance).
   c) Acceptance of walls in some areas to provide partial mitigation in lieu of full mitigation.

d) Requirements on developers to set aside the right-of-way for the roadway prior to development.

e) The presence of any noise mitigation requirements placed on developers.

If there are no other compelling reasons for not constructing the noise barriers, then we suggest the City of Gresham reconsider its decision.

With regard to e) above, it would be necessary to have documentation of the requirements placed on the developer and some assurance as to their enforcement before we could expect the Federal Highway Administration to grant an exception to project construction of walls.

The best justification would be documentation of conditions placed upon the developers; that noise mitigation was not expected or was the responsibility of the developers themselves.

This issue was forseen some time ago; Jim Kellar has indicated that noise mitigation, as well as reservation of the projects' right-of-way was the developers responsibility. Documentation of these requirements has been requested by Steve Crouch, but has not yet been received. The project has been shelved at the present time, until this issue can be resolved.

My staff and I are available to discuss this problem, to assist the city in developing a solution. The matter needs to be resolved as soon as possible to maintain its schedule.

Robert N. Bothman
Metropolitan Administrator

RNB:JDM:PE
Attachment

cc: Jim Kellar
Diane Jones
Bebe Rucker
Oliver Domreis

bcc: D. Adams, J. McClure, M. Klotz, G. Kaiser, E. Hunter, G. Potter, T. Arnold, S. Crouch

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRAT

THE OREGON DIVISION - Salem
ITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-9367(1) & IX-9867(3)
Fariss Road to Butler Road Connector
223rd/221st Avenue/Towle Road
Final Environmental Impact Statement
FHWA-OR-EIS-79-09-F

Date: July 10, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.2-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

Page 3-61 of the subject document states that noise walls number one through five are judged to be cost effective. However, none are recommended for construction as the Gresham City Council unanimously passed a resolution which recommends no barriers be constructed as they do not have the funds available for such work.

Section 109(i) of 23 U.S.C. specifically requires that noise standards be applied to all Federal-aid projects on all Federal-aid systems.

FHPM 7-7-3, Paragraph 6(f) states that Type IB Projects shall incorporate noise abatement measures. Paragraph 7b(5) states that "... Federal law requires a determination that noise abatement measures needed to implement the noise standards have been incorporated into the project plans and specifications before they are approved. ..."

Approval of the FEIS is being withheld. We await your advice on further efforts to resolve this issue.

For G. L. Green

cc:
Region 10 (HED-010.5, I C Lloyd)

write letter for E. S. Hunter

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: July 25, 1978

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 1 Project of Major-Significant environmental impact under Oregon's Action Plan.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Powell Blvd.-Butler Road (Gresham)			
11	12] PROJECT LOCATION—CITY FAU 9867 223rd and Towle Rd.	PROJECT LOCATION—COUNTY Multnomah	PROJECT LOCATION SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Construct a new 4-lane roadway, with sidewalks and curbs, between Powell Blvd.
06 12] and Towle Road just north of the Portland Traction Company rail line. Recon- [71
07 12] struct Towle Road from this intersection south to Butler Road, replacing the [71
08 12] existing narrow asphalt mat surface road with a wider 2-lane facility including [71
09 12] sidewalks and curbs. The existing narrow bridge at Johnson Creek would be replaced [71
10 12] with a wider structure. Storm drainage improvements are also proposed. [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	1,980,000	----	-----	320,000	-----	2,300,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☐ 29 No ☒ 30 Date: T.I.P

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☒ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 August 43] DAY [44 25 45] YEAR [46 1978

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

July 25, 1978

TO Executive Department
Federal Aid Coordination Unit

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Powell Blvd.-Butler Road (Gresham)
Highway: FAU 9867, 223rd and Towle Road
County: Multnomah

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be August 25, 1978.

BLG:lml

Attachment

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Bovd
J. H. Versteeg
Gary Potter
W. J. Hart

1, E. L. Hardt
Region Metro, R. N. Bothman
District 2 W. W. Geibel
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUL 25 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
JUL 28 1978

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7807 2 960 Due Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - -

REMARKS (Please type or print legibly)

Agency DEQ By Howard W. Harris

PROJECT # 7807-2-960

The Oregon Department of Fish and Wildlife has no objections to the proposed Powell Blvd. - Butler Road Project in Gresham. This road improvement project will stimulate an increased development of the area and, consequently, accelerate wildlife habitat losses.

Replacement of the bridge across Johnson Creek could have an impact on water quality unless adequate protective measures are taken. We request that the planning and implementation of this project be coordinated with our district biologists. They are: Jay Massey (Clackamas 657-2041) for fish and aquatic resources and Gene Herb (Forest Grove 357-2191) for terrestrial wildlife.

ROUTING SLIP

Date: 1-3-79

DEPARTMENT OF TRANSPORTAT

985

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lans Ave.)
Construction
Data Processing (Transp. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lans Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number ________
District Number ________

ATTENTION:

Versteeg

FROM:

Doc

COMMENTS: This structure is included in a 2.1 mile project funded with FAI-X funds for $2,282,000. Survey is presently underway in field. Compl est 3-1-80. Doc

Form 731-0032 (1/78)

SP*70504-734

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 22, 1978

FILE: Gresham

FROM: David W. Bryson
David W. Bryson
Asst. Hydraulics Engineer

TO: MEMO TO THE FILES

SUBJECT: Johnson Creek Bridge
Powell Blvd - Butler Rd. (Gresham
FAUS 9867
Multnomah County

The proposed project will replace an existing 30-foot long single span structure on vertical abutments.

Hydrology

Johnson Creek is an east-west tributary of the Willamette River and drains a 17.3 square mile area above the proposed bridge site. Thirty-seven years of stream gage records are available from gage number 14-2115 which is located approximately 3.5 miles downstream. The frequency vs discharge relationship based on this gage data is listed below. These values have been adjusted to reflect the difference in drainage area between the gage and the bridge site.

Recurrence Interval	Peak Discharge
100-year	2510 cfs
50-year	2190 cfs
25-year	1880 cfs
10-year	1475 cfs
5-year	1170 cfs

The largest flood of record occurred on December 22, 1964 when a peak discharge of 2620 cfs (18-year recurrence interval) was measured at the gage. The estimated peak for this flood at the bridge site is 1710 cfs (18-year recurrence interval). During this flood, the floodwaters were up over the existing bridge deck, but did not inundate the railroad tracks.

Hydraulic Design

The 50-year flood of 2190 cfs was chosen as the design flood for this project with an estimated highwater elevation of 283.0 feet (MSL). It is suggested that a 40-foot single span structure with vertical abutments be used for this crossing. During the 50-year design flood, this structure type will create 0.1 foot of backwater. During the 100-year flood, this structure type will create 0.2 foot of backwater with an estimated highwater elevation of 283.8 feet (MSL).

It is suggested that the north abutment be left in approximately the same location which will place all of the lengthening on the southern end. This will eliminate most of the abrupt bottleneck created by the existing structure.

The Portland District of the Corps of Engineers have made a flood insurance study covering the city of Gresham which includes the portion of Johnson Creek at the bridge site. Based on this study, the 100-year and 50-year flood elevations at the bridge site are 281.2 feet (MSL) and 280.6 feet (MSL) respectively which are 2.6 feet lower than the values contained in this report. The Corps of Engineers were notified of the discrepancy and decided to review their study. After a review, the Corps decided their flood elevations were in error and that the values contained in this report are more realistic.

Riprap

It is suggested that the abutment walls be protected with a 12-inch blanket of Class 50 riprap placed in a toe trench around the base of the abutment.

DWB:lt

cc: Frank Terpin
Walt Hart
Jack Davis
Duane Christensen
Don Harwell
Ed Hardt

?

REFERRED TO
Beard Stoudenmeyer
Cole ✓ Sample
Erikson Watson
Hager Dorn Leu
Return Discuss Do [✓ File Copy] Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Christensen Doc
George
Olson
Terpin
Sullivan
Scott
Anderson
RECEIVED
JAN 0 2 1979
ENGINEERING SECTION
Trout
Do Not File ☐
Return To
Bring Up / /
Action

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs	2190	2510	1710
Discharge - m³/s			
Frequency - yrs.	50	100	18
H.W. Elevation Natural Channel ft.	283.0	283.8	281.8
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.	—	—	—
H.W. Elevation Channel Change m.			
Average Velocity fps	5.5-6.5	6-7	5-5.5
Average Velocity mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Johnson Creek Bridge
Powell Blvd. - Butler Rd. Sec.
Multnomah County

COMPILED BY: Dave Bryson

DATE: December 11, 1978

January 3, 1979

Mr. Oliver Domreis
Multnomah County Engineer
2115 S.E. Morrison
Portland, OR 97214

MISC. CONTRACTS and
AGREEMENTS No. 6742

Dear Mr. Domreis:

Attached for your records is a fully executed copy of an agreement concerning the Powell Boulevard-Butler Road Section of 223rd Avenue and Towle Avenue, FAU 9867, in Multnomah County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

nig [illegible]

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
IX-9867(3)

STATE PROJECT NO.
See below

FROM:
G. L. Green
Division Administrator
Salem, Oregon

PROGRAM CD.

ITEM NO.
80367

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Asst Director for Operations
State of Oregon, DOT
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
9-21-78

FEDERAL ROUTE NUMBER
FAU 9867

STATE ROUTE NUMBER
City Street

GENERAL LOCATION:

POWELL BLVD. - BUTLER ROAD (GRESHAM) SECTION

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including Archeology Salvage, Utility and Railroad Preparatory Work. TEC NTE $330,000; FF $283,000
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 8-4-78 letter.

DATE
9-21-78

SIGNATURE OF APPROVING OFFICIAL
G. K. Hass

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-737

DATE: September 14, 1973

TO: Oregon Transportation Commission

FROM: F. B. Klaboe, Assistant
Director for Operations

SUBJECT: Consultant Services, Powell Boulevard to
Fariss Road Connection, City of Gresham
and Powell Boulevard to Butler Road,
Multnomah County

At your May 30 meeting, you approved an agreement with Howard, Needles, Tammen and Bergendoff for the preparation of the Draft Environmental Impact Statement for the Powell Boulevard to Fariss Road Connection. The agreement was in an amount not to exceed $76,070, covering a nine-month period.

Since that time a decision has been made to include the adjoining Powell Boulevard to Butler Road Unit in the same Draft Environmental Impact Statement and the contract has been renegotiated with the consultant to include the additional work involved.

On the Consent Calendar at the September 19 meeting will be the renegotiated agreement with Howard, Needles, Tammen and Bergendoff for the preparation of the Draft Environmental Impact Statement for the Powell Boulevard to Fariss Road Section and the Powell Boulevard to Butler Road Unit.

The agreement, in an amount not to exceed $93,526 will cover a nine-month period. All charges are eligible for normal federal-aid participation as part of preliminary engineering for the project. This is an Interstate Transfer Project on the Federal Aid System with all of the local match being provided by the City of Gresham for the Powell Boulevard to Fariss Road Section and by Multnomah County for the Powell Boulevard to Butler Road Unit.

I recommend your approval and request authority to sign the agreement for and on your behalf.

bc: C. W. Head
E. S. Hunter
Gary Potter
Ed Hardt
D. H. Moehring
Robert A. Burco
H. S. Coulter
R. N. Bothman
V. E. Skoog
George Bell

TA:ss srb

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Commander
13th Coast Guard District
Aids to Navigation Branch
Federal Building
915 Second Avenue
Seattle, WA 98174

September 5, 1978

NOTED
E. S. HUNTER

Johnson Creek Bridge
at Towle Road
River Mile 13.5
Multnomah County

Your letter of August 1, 1978 addressed the subject of navigability in relation to the Johnson Creek Bridge in Multnomah County and included a questionnaire entitled "Factual Characteristics for Navigability Determinations." We have completed the questionnaire and it is attached along with two photos of the bridge and a copy of a sketch showing the location of the bridge.

As shown in the photos, this small stream is heavily overgrown with brush. This is another of the many streams which are a part of "Beautiful Oregon" but do not serve the interest of navigation and should not be classed as navigable.

Walter J. Hart
Structural Design Engineer

R. W. Ellison
R. W. Ellison
Assistant Structural
Design Engineer

Attachments

cc E. S. Hunter
D. H. Moehring
Gary Potter
E. L. Hardt

RECEIVED
TECHNICAL SERVICES
SEP - 5 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-731-0027 (9-77)

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT, HWY DIV

PROJECT TITLE: Powell Blvd-Butler Rd

DATE: August 28, 1978

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc:
- G. L. Green
- H. S. Coulter ✓
- F. E. Terpin
- J. B. Boyd
- J. H. Versteeg
- Reg. 1. Engineer
- Metro Engineer
- District 2 Engineer
- Aeronautics Division
- B. L. Gifford
- Gary Potter

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7807 2 960

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
SEP 5 '78
7-25-78
REFER TO
BEN GIFFORD
FOR

Info	Inves	R/D	D/R	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

JUL 31 1978

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7867 2 990 Due Date: AUG 25 [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED
JUL 28 1978
DIVISION OF STATE LANDS

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By MO

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7807 2 960 Due Date: AUG 25 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Highway Environmental Section should coordinate the protection of cultural resources with this office.

Agency: HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310
SHPO

By: David G Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: [illegible] Due Date: AUG 25 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects.
- ( ) We are interested but require more information to evaluate the proposal.
- (x) Please coordinate the implementation of the proposal with us.
- (X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Please see attached.

Agency Fish & Wildlife William E. Pitney
Environmental Management Section
August 10, 1978

[illegible] ✓ 8/21
[illegible] ✓ 8/21

8/1/78

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 20, 1980

In Reply Refer to
File No.:
PRO 6-2

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

NOTED
E. S. HUNTER

SUBJECT: Study Report
Project Nos. IX-9867(1) & IX-9867(3)
Multnomah County

Enclosed for your information is a copy of a study report with supporting documents to aid you in your evaluation to determine if the final Environmental Impact Statement, when submitted, addresses the proposed location/design of the following:

Project No.	Section
IX-9867(1)	Fariss Rd.-Powell Blvd.(Gresham)
IX-9867(3)	Powell Blvd.-Butler Rd.

See:
Corr 21-10
Gresham
Sp '80

Upon FHWA's adoption of the final EIS which constitutes location/design approval, we request authorization to proceed with the portion of preliminary engineering necessary to obtain PS&E approval for each project with no additional obligation of federal funds.

Fariss Rd to
Butler Rd.
for prior
project Corresp.

JLG:fkc
Enclosure

cc: E. S. Hunter
R. N. Bothman (Metro)
F. E. Terpin
Gary Potter
J. H. Versteeg
Walt Hart
E. L. Hardt (Reg.1)
Max Klotz (Metro)
Jon Rose (Metro)
John Grassman
Gary Zehner

RECEIVED
TECHNICAL SERVICE
FEB 21 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9455

CON 21-8
Multnomah

October, 1979

Hearing Study Report
Fariss Rd. to Powell Blvd. and
Powell Blvd. to Butler Rd. Projects
NW 223rd / 221st and SW Towle Rd.
Gresham, OR

SEE: CON 21-10
Gresham
Special

UREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date July 11, 1978

Section Powell Blvd.-Butler Rd. (Gresham)

Unit (if appl)

County Multnomah FAIX

City Gresham

Highway FAU-9867, 223rd and Towle Rd.

State Hwy. No.

Termini: M.P.(if appl)

Length 2.12 miles

Region I

Construction Estimate $2.3 million
Program Amount

B. Purpose of Project: To provide an improved access for the developing residential area south of Powell Boulevard to the commercial area of Gresham and to major east/west arterials. The project is intended to be an extension of the new arterial being constructed north of Powell Boulevard along the alignments of 221st and 223rd avenues, between Fariss Road and Powell.

C. Origin & History of Project: Extensive residential development is occurring in Gresham south of Powell Boulevard, and the existing road system between S.E. 190th Avenue and Walters Hill is inadequate to meet the existing and projected traffic circulation needs for this area. This project is a component of the Multnomah County "Proposed Arterial Transportation Plan" which proposes a new "minor arterial" between S.E. Butler Road and S.E. Fariss Road (Figure 1). A portion of this project, and the proposed arterial section between Powell Boulevard and Fariss Road would be new facilities establishing a new roadway corridor. The section between Burnside and Powell (Powell-Fariss, 221st/223rd Connection) was being developed as a separate project, Category I, Major Action, prior to the decision to extend the project limits to include the Powell to Butler unit. The two projects were combined to avoid piecemealing the environmental analysis of a new arterial connection between Fariss and Butler roads. An assessment has already been submitted and approved for the Powell to Fariss unit.

D. General Description of Project: Construct a new 4-lane roadway, with sidewalks and curbs, between Powell Boulevard and Towle Road just north of the Portland Traction Company rail line. Reconstruct Towle Road from this intersection south to Butler Road, replacing the existing narrow asphalt mat surface road with a wider 2-lane facility including sidewalks and curbs. The existing narrow bridge at Johnson Creek would be replaced with a wider structure. Storm drainage improvements are also proposed.

Alignment: New ______ Existing ______ Combined x

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. ____ ; Parking ____

Proposed: No. Lanes 2 & 4; Med. No ; Shldrs. ____ ; Parking ____

Traffic: Existing Facility: Existing ADT Towle Rd. 2,000 ; Projected ADT 13,000 ; Yr. 1990

Existing Level of Service ______

Proposed Facility: Projected ADT 13,000 ; Yr. 1990

Projected Level of Service ______

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 56
Yes, No

Acres 9.5 ; Type of Relocation Req. To be determined ; No. ______

Materials Source, Borrow, Waste Disposal Requirements, if any:

Surfacing material can be expected to come from the gravel and paving plants in the vicinity of S.E. 190th Avenue. Waste materials may be used along the roadway or at the above plant sites for reclamation.

Type of Structure(s):

Construct a new bridge over Johnson Creek to replace the existing single vehicle width structure.

Brief Description of River or Stream and Type of Involvement, if any:

Towle Road crosses Johnson Creek on a narrow structure which will be replaced with a wider, improved structure. No instream construction is expected to occur.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

No Build
Other alternatives may be determined

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: Beginning at S.E. Powell Boulevard, the project unit leaves a low rise and follows the river plain of Johnson Creek until crossing the creek at the present Towle Road crossing. At this point, the terrain becomes very hilly for the remainder of the unit section, as Towle Road traverses the mid-to-lower slopes of the Boring Hills. Although badly polluted in its lower reaches, Johnson Creek is still considered a significant anadromous fish spawning stream with the rearing grounds located further upstream, east of the unit area. Considerable residential development has encroached on the mix of orchard, pasture, and woodlands west of Towle Road and the high quality forestland habitat (composed predominantly of bigleaf maple, red cedar, and douglas fir) east of Towle and south of Johnson Creek. This vegetation setting is still very evident despite the development, particularly in the upper reaches of the hills and along Butler Road. A riparian woodland follows the course of Johnson Creek through the project unit area. Most of the unit area is ultimately drained by Johnson Creek. Roadside drainage is via open ditches.

2. Cultural: South of Powell Boulevard, the unit area is characterized by explosive residential development, most of which has occurred in the past two years. Many subdivisions along Towle Road use the facility as their principal, or only, access. North of Johnson Creek, the proposed new roadway alignment would follow on the north side of the Portland Traction Line, passing first behind a single family residential subdivision and then a series of large apartment complexes, before turning north between two apartment complexes to cross Powell Boulevard. A vacant lot designated for office development and a mortuary are located adjacent to the unit's proposed intersection with Powell. The north section of Towle Road which would be bypassed by the proposed new connection is bordered by a church, a day care center, and single family residences. The project area along Towle is probably 50 to 60 percent developed to total potential. However, the area immediately to the south, along Butler Road, is almost totally undeveloped and is designated for suburban residential use. The city of Gresham expects rapid development in this area to occur as soon as sewers are provided.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: The corridor for the southerly 221st extension has been preserved in anticipation of this project. Aside from a loss of open space, right-of-way impacts for this new corridor are not expected to be significant. The right-of-way impacts for the section south of Johnson Creek could vary from minimal to significant encroachment on residential yards; roadside trees; utility lines; steep, vegetated ravines; and steep, unstable slopes. No relocations are anticipated at this time.

2. Estimated Impact on Traffic Patterns: The portion of Towle Road which is north of its connection with 221st Avenue would probably revert to local traffic with through traffic from the south using the connection route. In concert with the Powell-Fariss unit, a greater inducement for Towle Road traffic to use other east/west arterials than Powell Boulevard is expected.

   Consequences--Air Quality, Noise, Safety, etc.: Slightly less traffic related impacts on the north section of Towle Road and possibly Powell Boulevard. Potential adverse noise impacts to the residences adjacent to the new roadway section and, the to a lesser extent, residences along the improved section of Towle Road.

3. Estimated Impact on Land Use: The No-Build alternative is not expected to be a deterent to the attainment of maximum residential growth expected for this area; however, the project does accommodate this growth by providing a better access in terms of safety and connection to the region's arterial system.

   Consequences:

4. Expected Impact on Natural Ecological Resources: Significant roadside vegetation, including large trees, may have to be removed consequent to the widening of Towle Road, south of Johnson Creek. Probable fill and cut slopes would extend this impact beyond the width of the proposed two lane roadway.

   Consequences:

5. Expected Impact on Cultural and Scenic Resources: Minimal impacts are expected. No historic or archaeological resources have been identified. In that the new roadway will cross undisturbed land, an archaeological survey is recommended.

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:
   - Noise impacts on adjacent residents along the new roadway section and the improved portion of Towle Road
   - Added traffic impacts to those residences which would be impacted by the Powell-Fariss project north of Powell Boulevard

7. Potential for Controversial Issues:

   As above

8. Potential for Consistency of Proposal With:

   a. Clean Air Implementation Plans - An Indirect Source Permit is required. Impacts are undetermined at this time.

   b. Noise Standards - Noise standards may be exceeded for two-story apartments adjacent to the north end of the project. A noise study report is required.

   c. Water Quality Standards - The overall development which this project serves is having a significant adverse impact to Johnson Creek water quality. The direct impact of the project is not expected to be significant.

   d. Area Land Use and Transportation Plans, and Zoning - Consistent with county arterial plan and local comprehensive planning

---

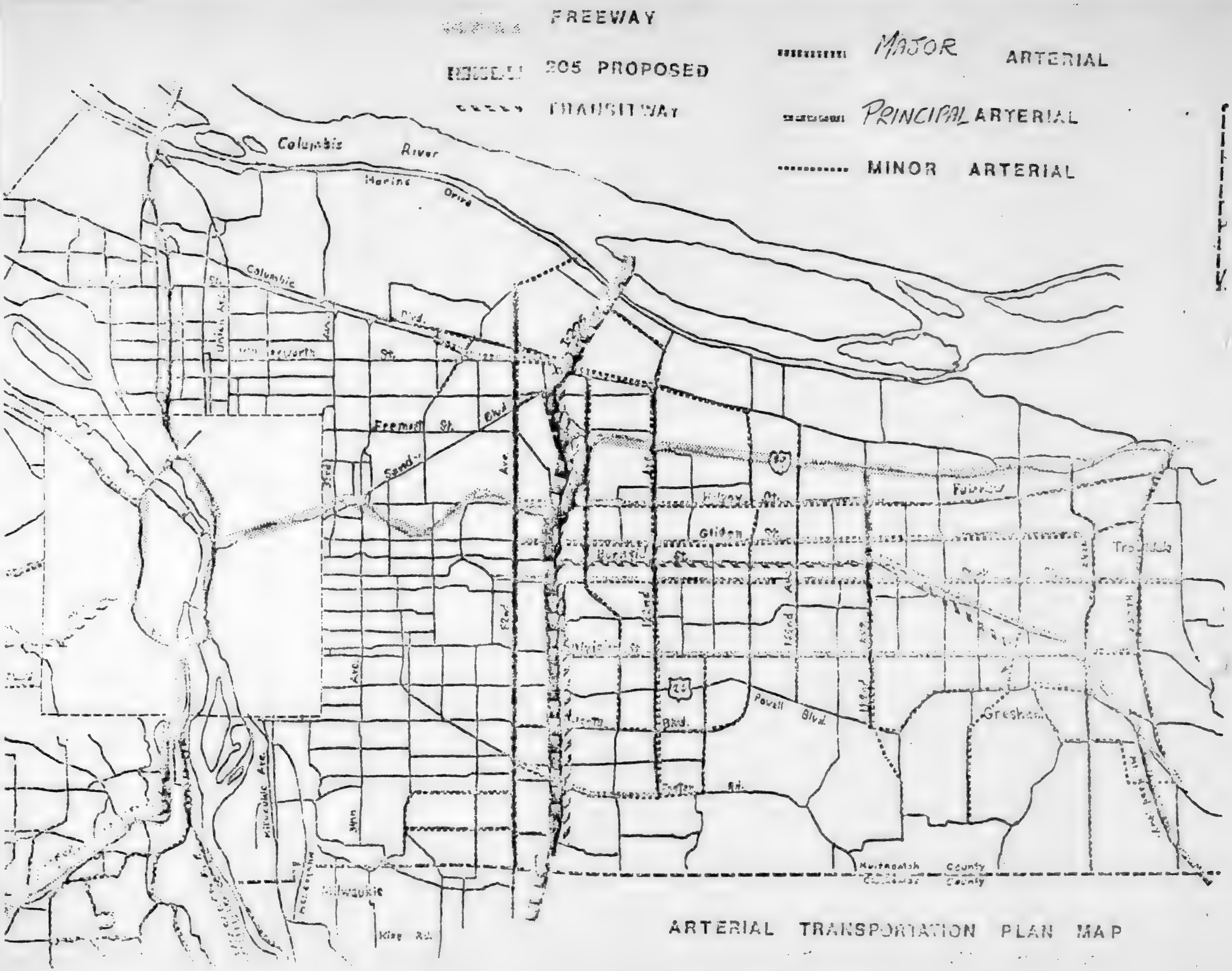
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
x D & FEIS	____ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

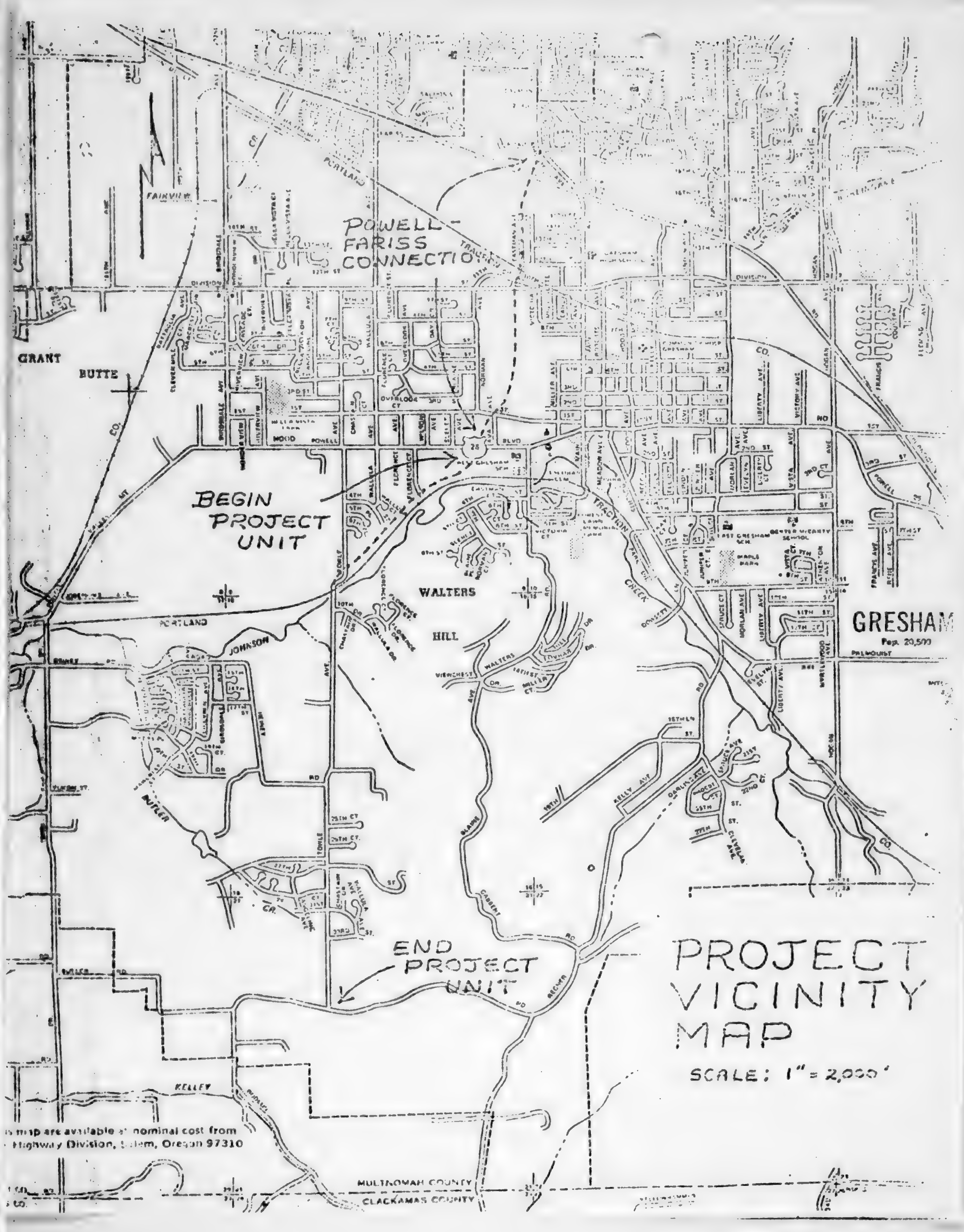
Basis for Type of Action and Documentation:

In accordance with Oregon Action Plan, a project which involves the selection of a new roadway corridor requires a Category One, Major Action.

D. Recommended Project Category: x 1 ____ 2 ____ 3 ____ 4


FREEWAY
205 PROPOSED
TRANSITWAY
MAJOR ARTERIAL
PRINCIPAL ARTERIAL
MINOR ARTERIAL
Columbia River
Marine Drive
Columbia Blvd.
Union Ave.
Killingsworth St.
Fremont St. Blvd.
Sandy
Ave.
Halsey St.
Glisan St.
Burnside St.
Division St.
Powell Blvd.
Blvd.
Foster Rd.
82nd
122nd Ave.
162nd Ave.
Fairview
Troutdale
Gresham
Mt. Hood Hwy
Milwaukie Ave.
Milwaukie
King Rd.
Multnomah County
Clackamas County

ARTERIAL TRANSPORTATION PLAN MAP


POWELL-FARISS CONNECTIO
BEGIN PROJECT UNIT
END PROJECT UNIT
GRANT
BUTTE
WALTERS
HILL
GRESHAM
Pop. 20,500
FAIRVIEW
DIVISION
POWELL
BLVD
PORTLAND
JOHNSON
CREEK
BUTLER
TOWLE
KELLY AVE
PALMQUIST
MULTNOMAH COUNTY
CLACKAMAS COUNTY

PROJECT VICINITY MAP

SCALE: 1" = 2,000'

s map are available at nominal cost from
Highway Division, Salem, Oregon 97310

July 6, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Interstate Transfer Project Requests

On the Consent Calendar for the July 18 meeting will be five requests for approval of projects utilizing Interstate Transfer funds withdrawn from the Mt. Hood Feeeway and one request for approval of a project using Interstate Transfer funds withdrawn from the I-305 Freeway.

Portland is requesting a $2,807,000 project to widen and improve a 1.92 mile segment of Macadam Avenue between Bancroft Street and the Sellwood Bridge.

Four requests were received from Multnomah County. (1) An $890,000 project to provide a four-lane section with parking and sidewalks on a 0.85 mile segment of S.E. 182nd Avenue, (2) a $45,000 project to signalize the intersection of 223rd Avenue and Halsey Street, (3) a $1,400,000 project to realign and widen 1.62 miles of Cherry Park Road, and (4) a $2,282,000 project to provide a variable two-four lane section on 223rd Avenue and Towle Road, and replace the existing bridge over Johnson Creek, have been requested.

Salem is requesting a $4,670,000 project to provide a third lane on the Marion Street bridge and construct ramps to connect the Marion and Center Street bridges to Front Street.

Interstate Transfer funds for these projects are estimated at $10,400,620, with Local Government providing all of the required $1,693,380 of local match.

These projects have been investigated and are eligible for funding. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments

GEZ:lml
bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
D. N. Harwell
George Bell

MULTNOMAH COUNTY
Proposed Interstate Transfer Project

Powell Blvd.-Butler Road Section
223rd Avenue and Towle Road, FAU 9867
Grade, Pave, Structures, RR Signals,
 Illumination, Signing and Striping
2.12 miles
$2,282,000

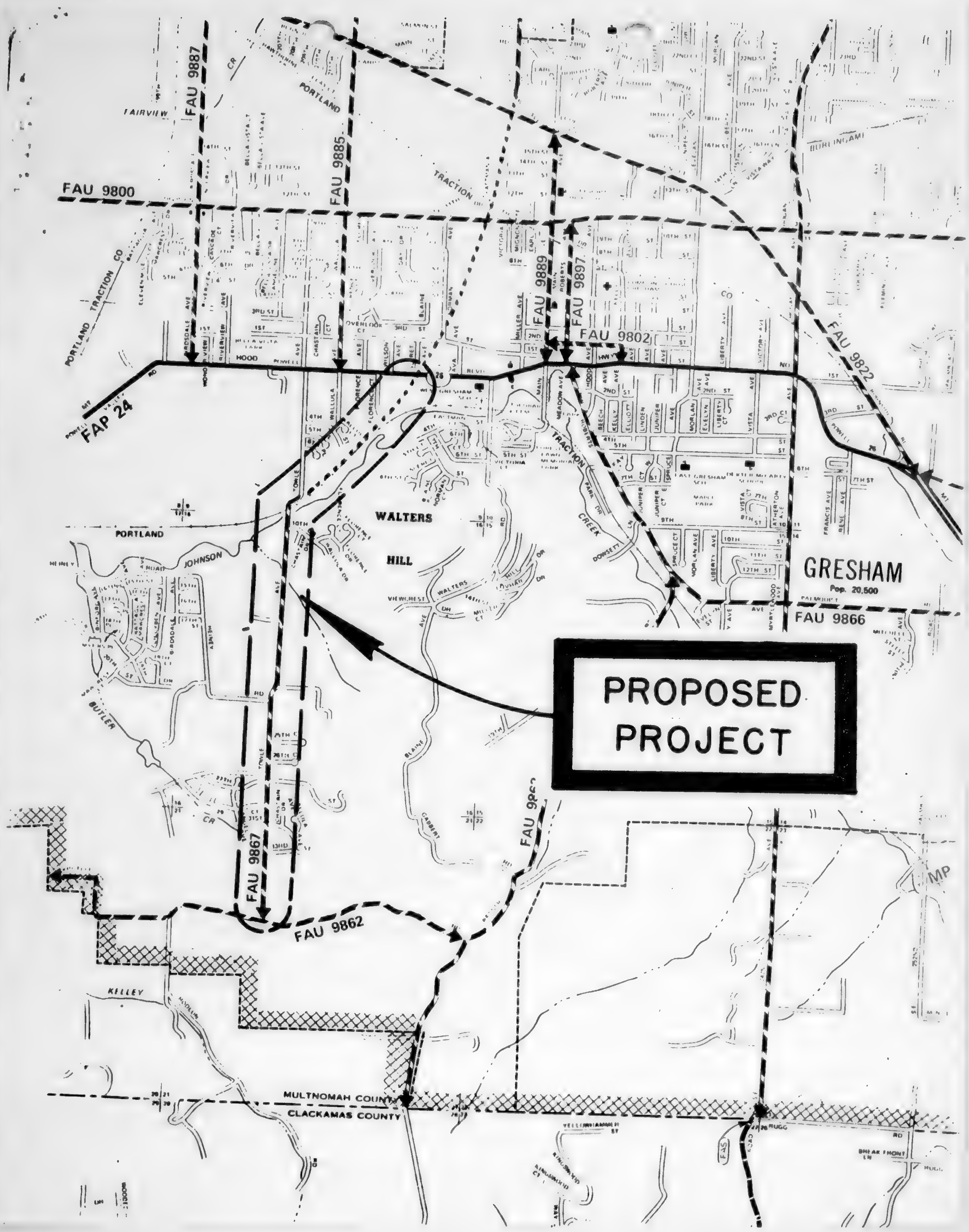
This project connects to a previously approved project known as Fariss Road-Powell Blvd. section of 223rd Avenue. Preparation of the EIS necessitates the combining of these two projects.

The proposed project consists of constructing a variable width section providing four travel lanes from Powell Blvd. to Johnson Creek and two travel lanes south to Butler Road. The existing bridge over Johnson Creek will be replaced with a modern structure. Railroad protection will be provided at the Portland Traction Company crossing.

Right-of-way will be acquired as a participating cost of the project.

State will perform the preliminary and construction engineering.

78-e
7/5/78


FAU 9887
FAU 9885
FAU 9800
FAU 9889
FAU 9897
FAU 9802
FAU 9822
FAP 24
PORTLAND TRACTION CO
FAIRVIEW
PORTLAND
TRACTION
HOOD
WALTERS
HILL
GRESHAM
Pop. 20,500
FAU 9866
PROPOSED
PROJECT
JOHNSON
BUTLER
FAU 9867
FAU 9862
FAU 9863
KELLEY
MULTNOMAH COUNTY
CLACKAMAS COUNTY
BURLINGAME
CREEK
RUGG
FAS
MP

Date: October 13, 1982 PRO 6-2

To: Executive Department
Federal-Aid Coordination Unit

From: D.E. Swan, P.E.
Program Control Engineer

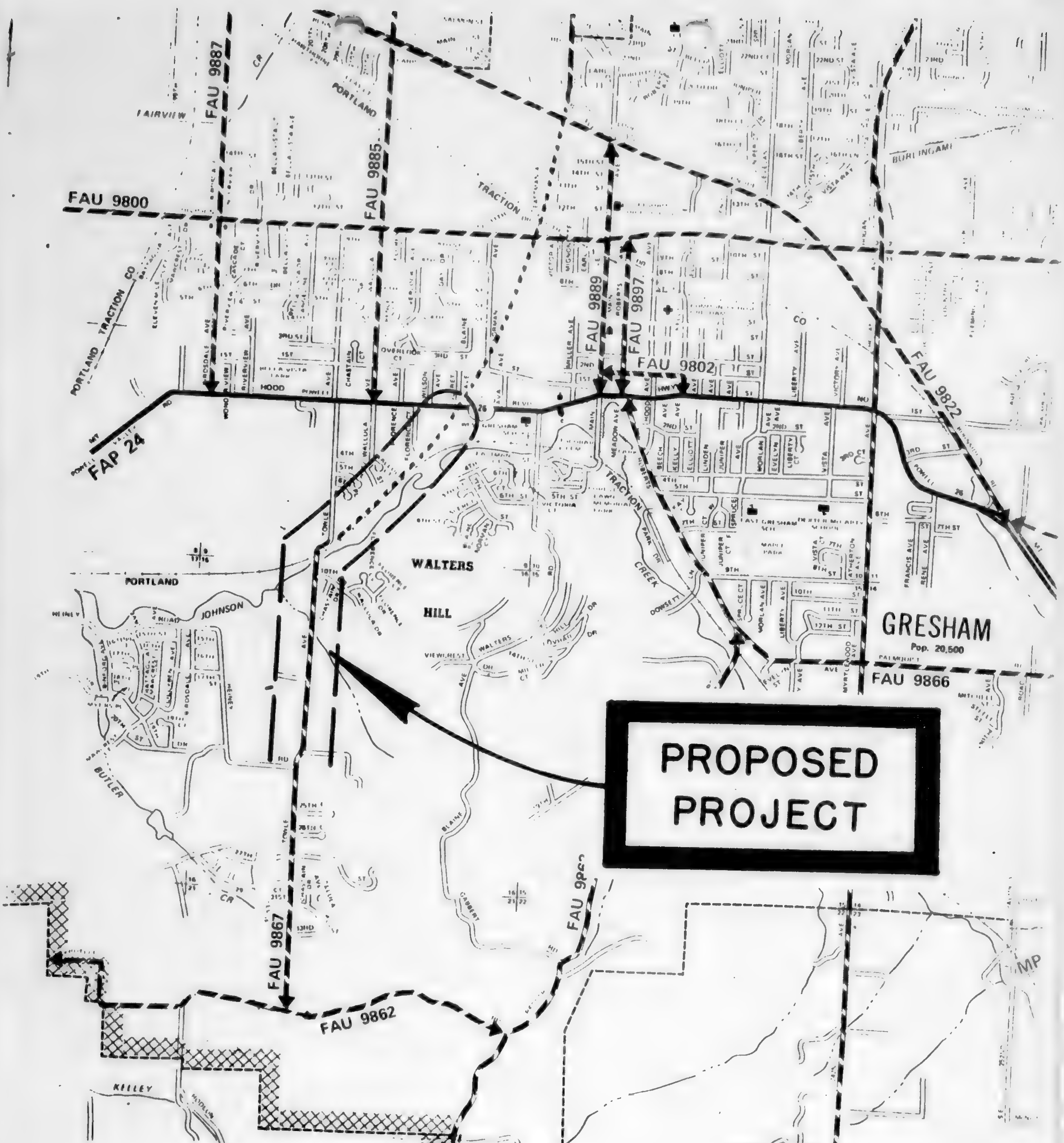
Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
80367	IX-9867(7)	Powell Blvd.-Heiney Rd. #7807-2-960

CL:bks
Enc.

cc: Dale E. Wilken, FHWA
General Files


FAU 9887
FAU 9885
FAU 9800
FAU 9889
FAU 9897
FAU 9802
FAU 9822
FAP 24
FAU 9866
FAU 9867
FAU 9862
FAU 9862
FAIRVIEW
PORTLAND
PORTLAND TRACTION CO
TRACTION
BURLINGAME
WALTERS
HILL
PORTLAND
JOHNSON
CREEK
BUTLER
KELLEY
GRESHAM
Pop. 20,500
PROPOSED
PROJECT
MULTNOMAH COUNTY
CLACKAMAS COUNTY
FAS
RUGG
HOOD
POWELL

Budget Bureau No. 41-R2067; Appro

U.S. DEPAR
BUR

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

October 13, 1982

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) City St., Jct. US 26, S. 1.4 mi. (Gresham)	ADT	PRESENT 2,000	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Right-of-Way Acquisition	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX-	NUMBER 9867	SEQ. (7)

CARD 4	CLASS OF FEDERAL FUNDS Interstate Substitution Grants		COUNTY NAME Multnomah			CODE 051
	NAME OF URBAN AREA PORTLAND	ROUTE NO. U	FEDERAL-AID 9867	STATE City St.*	U.S. ----	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					**PE**								
5					**ROW**		"Powell Blyd.- Heiney Road Section"	1.23	386,000	(I-80N) 328,100	----	57,900 (City)	ROW-6 Acces Parki compl
5					**CONST** (CODE)								

CARD 1	CODE 1	PREPARED BY C.I	PROJECT TOTALS	1.23	386,000	328,100	----	57,900 (City)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS Additional Data item No. 80367, Proje	

*S.E. 221st St. N. of Johnson Cr.
*S.E. Towele S. of Johnson Cr.

USCOM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

October 13, 1982

PROJECT LOCATION (43 typewriter spaces) City St., Jct. US 26, S. 1.4 mi. (Gresham)	**ADT**	PRESENT 2,000	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 580	ITEM NO. 80367

PROPOSED WORK (35 typewriter of-Way Acquisition	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S): IX- NUMBER: 9867 SEQ. NO.: (7)	I. Projects Only POST MI. DESIG.

AL FUNDS Interstate Substitution Grants	COUNTY NAME Multnomah	CODE 051	PROGRAM STAGE ☐ 1 OR ☐ 2
AREA PORTLAND	ROUTE NO. U	FEDERAL-AID 9867	STATE City St.* U.S. ----

WORK					ESTIMATED PROJECT COST BY PHASES				
CLASS	TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW		"Powell Blvd.- Heiney Road Section"	1.23	386,000	(I-80N) 328,100	----	57,900 (City)	ROW-60' min.; Access Control-none; Parking Restrictions-complete.
	CONST (CODE)								
ARED BY C.L.			PROJECT TOTALS	1.23	386,000	328,100	----	57,900 (City)	

RAM APPROVAL DATES

REMARKS

Additional Data item No. 80367, Project No. IX-9867(3

*S.E. 221st St. N. of Johnson Cr.
*S.E. Towele S. of Johnson Cr.

-over

USCOMM DUSCOMM-DC 48905-PC

Powell Blvd.-Heiney Road (Gresham) Section
Project No. IX-9867(7)

Project Data: Work consists of right-of-way acquisition all phases as required for the future widening of the existing facility to provide a 42-foot curbed roadway for 2-11 foot travel lanes, 12-foot left turn median, 4-foot bikeway each side and a 5 1/2 foot sidewalk on the right.

23 CFR-771 Requirements: Final Environmental Impact Statement approved by FHWA on February 20, 1981.

FHPM 7-7-5 Requirements:

a) Public Hearings --- Held on August 29, 1979
b) Location/Design --- Approval granted by adoption of the FEIS.

Note: 1) This project is in Congressional District No. 3.
2) Included in FY '82 MSD TIP A/E Page 67 Item No. 87.
3) No relocation assistance is involved.

Date: October 13, 1982 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 80367
Project No. IX-9867(7)
Powell Blvd.-Heiney Road Section
Multnomah County

Enclosed is data consisting of PR-1 forms, sketch maps, right-of-way map 9B-19-24 for the subject project.

I request authorization to proceed with the actual acquisition of right-of-way all phases at an estimated total cost of $386,000 with an obligation of $328,100 in Federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map and does not involve relocation assistance.

This request is based on the July 18, 1978 letter to you from the Governor of Oregon.

A copy of the State Clearinghouse A-95 review conclusions was previously forwarded.

CL:bks
Enc.
cc: J. Boyd
F. Lowe
E. Mershon
G. Zehner
General Files

CON

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. H. Moehring
Program Management Enginner

DATE: September 14, 1982

FROM: F. C. Lowe F. C. Lowe
Condemnation/Federal-Aid Coordinator

SUBJECT: Powell Blvd.-Heiney Road
Unit
Powell Blvd.-Butler Road
Section
221st & 223rd Avenue
(Gresham)
Multnomah County
Project #IX-9867(3)

We have received 29 files on the above FAI-X Project that is scheduled for a 3rd quarter 1987 letting. The acquisition of this right-of-way is estimated at $386,000 and does not require a relocation or moving allowance.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix.

The above estimate covers Files 52565 through 52580 and 52595 through 52607 as shown on map 9B-19-24.

FCL:jh

378,000-

1980 list
MSU 318,000-

ROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
SEP 14 1982
REFERRED TO
FOR
FILE: PM FA LG.

March 24, 1983

PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D. E. Swan, P.E., P.L.S.
Program Control Engineer

Subject: Project No. IX-9867(7)
Powell Blvd. - Heiney Rd. Sec.
Multnomah County

I request authorization to proceed with the actual acquisition of file 53258 under the subject project. The property to be acquired is as outlined in red on the enclosed copy of railroad encroachment Map 93-22-7.

The enclosed copy of Mr. Aman's memo of March 21, 1983 indicates the estimated cost of the property is $5,100 and does not involve relocation assistance.

Authorization to proceed as requested will involve a change in financing as follows:

	Total Cost	Federal Funds	Appn.
Present Project Agreement	$ 386,000	$ 328,100	$580
Addn'l Parcel	5,100	4,335	580
Total	$ 391,100	$ 332,435	

CL/blm
Attachment

cc: J. Boyd
E. Mersham
Don Aman
G. Zehner
General Files

CON

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter
Program Management Engineer

DATE: March 21, 1983

Donald C Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Powell Blvd.-Butler Rd.
(Gresham) Section
S.E. 209th
Multnomah County
Project #IX-9867(3)

We have received one additional file on the above project. The acquisition of this right-of-way is estimated at $5,100 and does not require a relocation or moving allowance.

Please program the acquisition of this right-of-way with the Federal Highway Administration.

The above estimate covers File 53258 as shown on map 9B-22-7.

DA:jh
attach.

81-125-1387

PROGRAM MANAGEMENT SECTION
GAP ~~DHM~~ [✓ ☐] DES [✓ ☐]
SHM ☐ MIK ☐ DNH ☐
MAR 21 1983
REFERRED TO ____________________
FOR ____________________________
FILE: PM FA LG.

Date: November 9, 1983 PRO

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Project Unit Engineer

Subject: Project No. IX-9867(7)
Powell Blvd.-Heiney Rd. Section
Multnoman County

I request authorization to proceed with the actual acquisition of files 53652 and 53666 through 53669 as outlined in red on the enclosed sketch map 9B-19-24.

The enclosed copy of Mr. Aman memo of November 4, 1984 indicates the estimated cost of the property is $12,000 and does not involve relocation assistance.

Authorization to proceed as requested will involve a change in financing as follows:

	Total Cost	Federal Funds	Appn Code
Previous Authorization	$ 391,100.00	$ 332,435.00	580
Additional Authorization	12,000.00	10,200.00	580
Total	$ 403,100.00	$ 342,635.00	

RHZ:bkb
Attachment

cc: J. Boyd
E. Mershon
Don Aman
G. Zehner
General Files

CON

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Section

DATE: November 4, 1983

Donald Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Powell Blvd.-Butler Rd.
(Gresham) Section
209th Ave. (Cathey Rd.)
Multnomah County
Project #IX-9867(7)

We have received five additional files on the above project. The acquisition of this right-of-way is estimated at $12,000 and does not require a relocation or moving allowance.

Please program the acquisition of this right-of-way with the Federal Highway Administration.

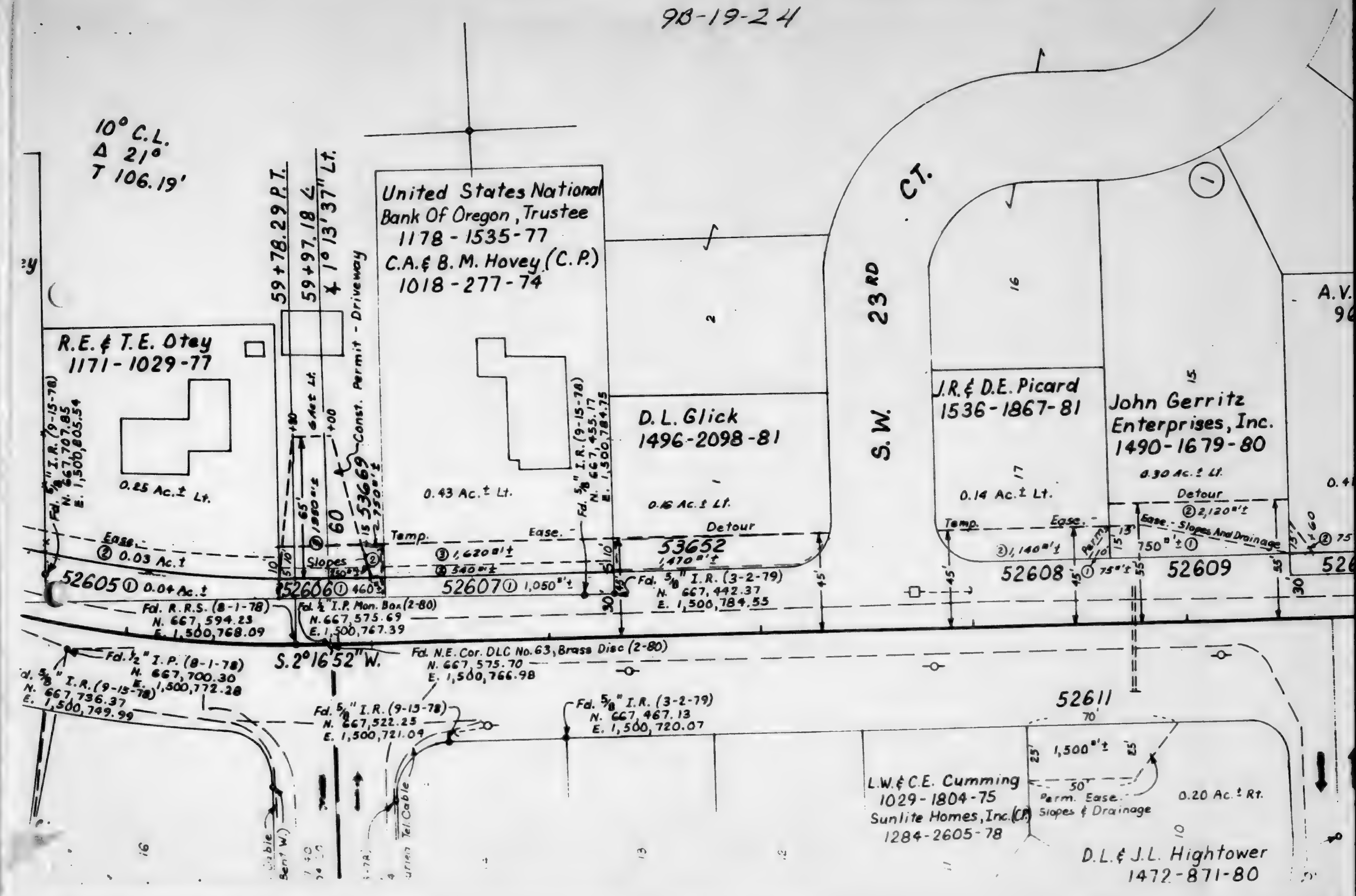
The above estimate covers Files 53652 and 53666 through 53669 as shown on map 9B-19-24.

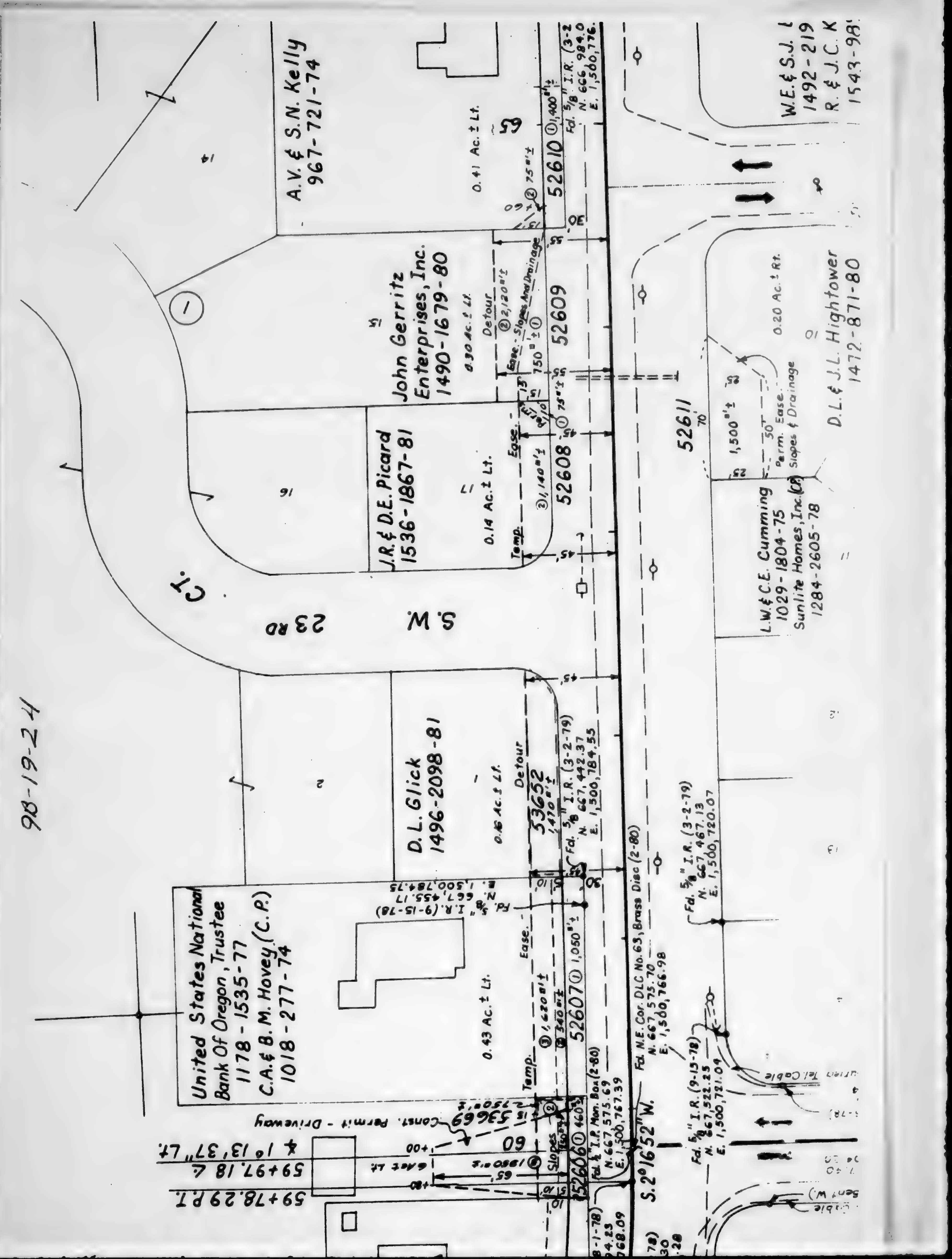
DA:jh
attach.

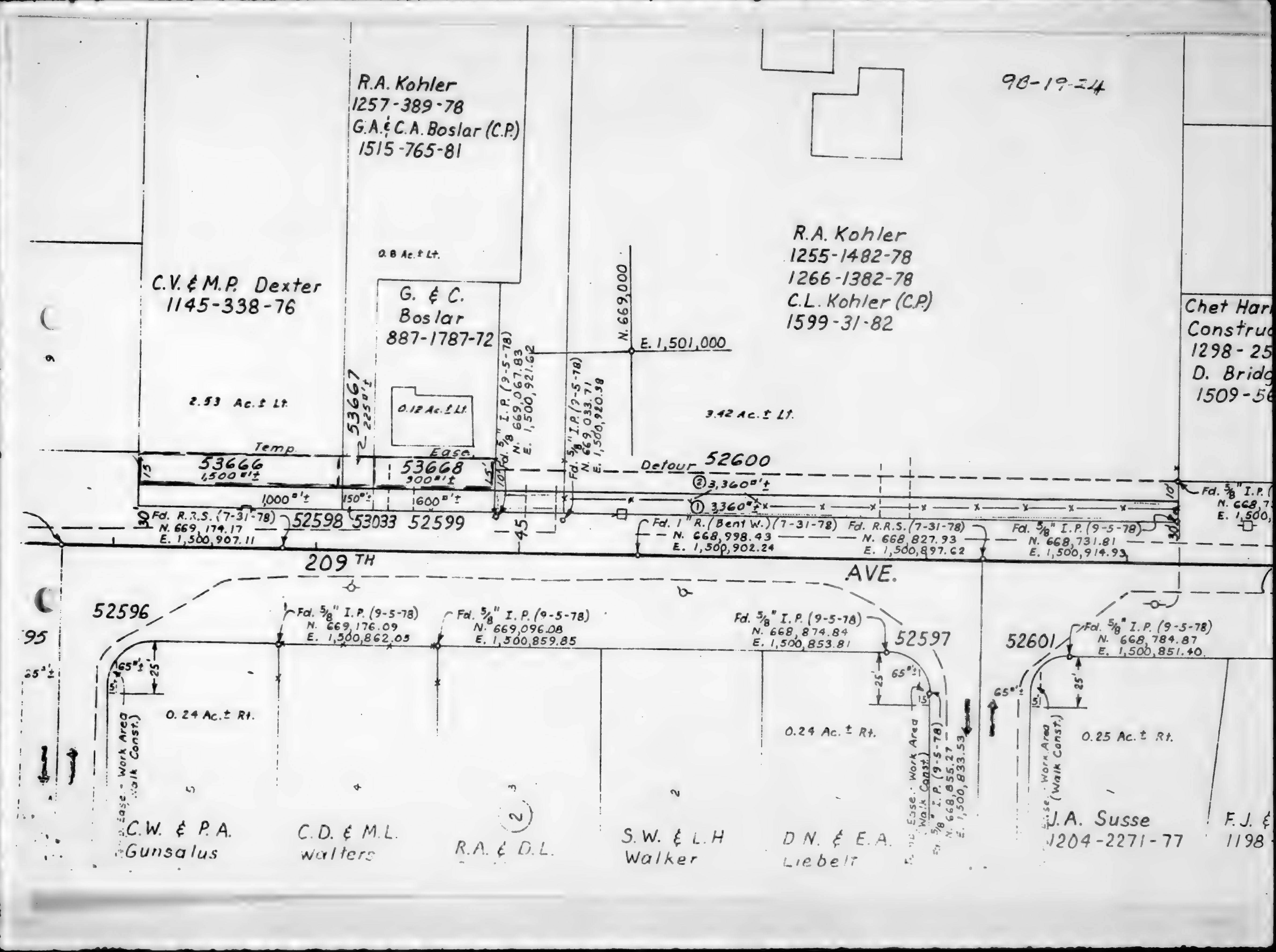
PROGRAM SECTION
MANAGER ______ PROJECT UNIT ✓
MAN. ASST. ______ PROGRAM UNIT ______
REFER TO Fed Aid
FOR ______

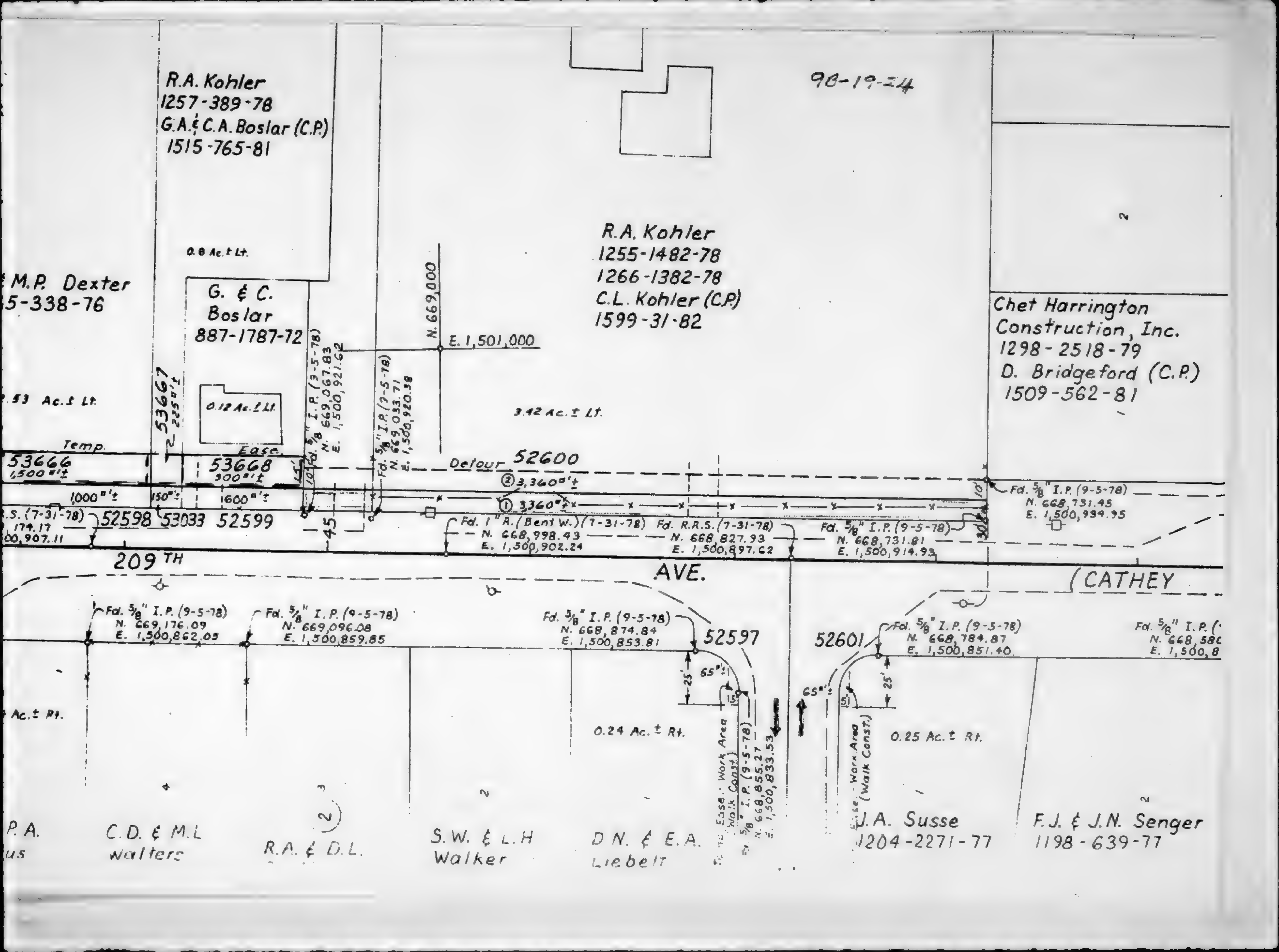
81-425-1387

9B-19-24


10° C.L.
Δ 21°
T 106.19'
59+78.29 P.T.
59+97.18 ℄
∡ 1° 13' 37" Lt.
United States National Bank Of Oregon, Trustee
1178-1535-77
C.A. & B.M. Hovey (C.P.)
1018-277-74
R.E. & T.E. Otey
1171-1029-77
0.25 Ac.± Lt.
Fd. 5/8" I.R. (9-15-78)
N. 667,707.85
E. 1,500,805.54
Ease.
② 0.03 Ac.±
52605 ① 0.04 Ac.±
52606 ① 460□'±
Slopes
60
65'
② 1,980□'±
6 Act Lt.
+80
+00
53669 ② 750□'±
Const. Permit - Driveway
0.43 Ac.± Lt.
Temp.
Ease.
③ 1,620□'±
② 340□'±
52607 ① 1,050□'±
Fd. 5/8" I.R. (9-15-78)
N. 667,455.17
E. 1,500,784.75
D.L. Glick
1496-2098-81
0.16 Ac.± Lt.
Detour
53652
1,470□'±
Fd. 5/8" I.R. (3-2-79)
N. 667,442.37
E. 1,500,784.55
S.W. 23RD CT.
J.R. & D.E. Picard
1536-1867-81
0.14 Ac.± Lt.
Temp.
Ease.
③ 1,140□'±
Perm.
52608 ① 75□'±
John Gerritz Enterprises, Inc.
1490-1679-80
0.30 Ac.± Lt.
Detour
② 2,120□'±
Ease. - Slopes And Drainage
750□'± ①
52609
A.V.
96
0.4
②75
①
2
16
17
15
45'
55'
30
Fd. R.R.S. (8-1-78)
N. 667,594.23
E. 1,500,768.09
Fd. 1/2" I.P. Mon. Box (2-80)
N. 667,575.69
E. 1,500,767.39
Fd. 1/2" I.P. (8-1-78)
N. 667,700.30
E. 1,500,772.28
Fd. 5/8" I.R. (9-15-78)
N. 667,736.37
E. 1,500,749.99
S. 2° 16' 52" W.
Fd. N.E. Cor. DLC No. 63, Brass Disc (2-80)
N. 667,575.70
E. 1,500,766.98
Fd. 5/8" I.R. (9-13-78)
N. 667,522.25
E. 1,500,721.04
Fd. 5/8" I.R. (3-2-79)
N. 667,467.13
E. 1,500,720.07
52611
70'
1,500□'±
25'
50'
Perm. Ease.
Slopes & Drainage
0.20 Ac.± Rt.
L.W. & C.E. Cumming
1029-1804-75
Sunlite Homes, Inc. (C.P.)
1284-2605-78
D.L. & J.L. Hightower
1472-871-80
Tel. Cable
Cable
16
13
10


98-19-24
A.V. & S.N. Kelly
967-721-74
John Gerritz
Enterprises, Inc.
1490-1679-80
J.R. & D.E. Picard
1536-1867-81
D.L. Glick
1496-2098-81
United States National
Bank Of Oregon, Trustee
1178-1535-77
C.A. & B.M. Hovey (C.P.)
1018-277-74
W.E. & S.J.
1492-219
R. & J.C. K
1543-98
D.L. & J.L. Hightower
1472-871-80
L.W. & C.E. Cumming
1029-1804-75
Sunlite Homes, Inc.(C.P.)
1284-2605-78
S.W. 23RD CT.
0.41 Ac.± Lt.
0.30 Ac.± Lt.
0.14 Ac.± Lt.
0.16 Ac.± Lt.
0.43 Ac.± Lt.
0.20 Ac.± Rt.
52610
52609
52608
52607
52606
52611
53652
53669 Const. Permit - Driveway
Detour
Ease. - Slopes And Drainage
Perm. Ease. Slopes & Drainage
Temp.
Ease.
Slopes
①1,400□'±
②75□'±
②2,120□'±
①750□'±
①75□'±
③1,140□'±
1,470□'±
③1,620□'±
②340□'±
①1,050□'±
①460□'±
②750□'±
③180□'±
1,500□'±
Fd. 5/8" I.R. (3-2
N. 666,984.0
E. 1,500,776.
Fd. 5/8" I.R. (3-2-79)
N. 667,442.37
E. 1,500,784.55
Fd. 5/8" I.R. (9-15-78)
N. 667,455.17
E. 1,500,784.75
Fd. N.E. Cor. DLC No. 63, Brass Disc (2-80)
N. 667,575.70
E. 1,500,766.98
Fd. 5/8" I.R. (3-2-79)
N. 667,467.13
E. 1,500,720.07
Fd. 5/8" I.R. (9-15-78)
N. 667,522.25
E. 1,500,721.04
Fd. 2" I.P. Mon. Box (2-80)
N. 667,575.69
E. 1,500,767.39
S. 2°16'52" W.
59+78.29 P.T.
59+97.18 ℄
⅄ 1°13'37" Lt.
60
+00
+80
65'
64.4 Lt.
50'
45
30
25
15
10
12
5
14
15
16
17
1
2
63
70
①
Tel. Cable
Cable
Sent W.)
8-1-78)
94.23
068.09


98-19-24
R.A. Kohler
1257-389-78
G.A. & C.A. Boslar (C.P.)
1515-765-81
0.8 Ac.± Lt.
C.V. & M.P. Dexter
1145-338-76
G. & C.
Boslar
887-1787-72
0.12 Ac.± Lt.
2.53 Ac.± Lt.
53667
2250'±
Temp.
Ease.
53666
1,500'±
53668
900'±
15'
10'
45'
R.A. Kohler
1255-1482-78
1266-1382-78
C.L. Kohler (C.P.)
1599-31-82
N. 669,000
E. 1,501,000
3.42 Ac.± Lt.
Fd. 5/8" I.P. (9-5-78)
N. 669,067.83
E. 1,500,921.62
Fd. 5/8" I.P. (9-5-78)
N. 669,033.71
E. 1,500,920.98
Detour 52600
② 3,360'±
① 3360'±
1,000'±
150'±
1600'±
30
Fd. R.R.S. (7-31-78)
N. 669,174.17
E. 1,500,907.11
52598
53033
52599
45
Fd. 1" R. (Bent W.) (7-31-78)
N. 668,998.43
E. 1,500,902.24
Fd. R.R.S. (7-31-78)
N. 668,827.93
E. 1,500,897.62
Fd. 5/8" I.P. (9-5-78)
N. 668,731.81
E. 1,500,914.93
30
Fd. 5/8" I.P.
N. 668,7
E. 1,500,
Chet Har
Construc
1298-25
D. Bridg
1509-56
209TH
AVE.
52596
95
25'±
Fd. 5/8" I.P. (9-5-78)
N. 669,176.09
E. 1,500,862.05
Fd. 5/8" I.P. (9-5-78)
N. 669,096.08
E. 1,500,859.85
Fd. 5/8" I.P. (9-5-78)
N. 668,874.84
E. 1,500,853.81
52597
52601
Fd. 5/8" I.P. (9-5-78)
N. 668,784.87
E. 1,500,851.40
65'±
25'
15'
0.24 Ac.± Rt.
Ease. - Work Area (Walk Const.)
0.24 Ac.± Rt.
Ease. - Work Area (Walk Const.)
Fd. 5/8" I.P. (9-5-78)
N. 668,855.27
E. 1,500,833.53
0.25 Ac.± Rt.
Ease. - Work Area (Walk Const.)
5
4
3
②
2
C.W. & P.A.
Gunsalus
C.D. & M.L.
Walters
R.A. & D.L.
S.W. & L.H
Walker
D.N. & E.A.
Liebelt
J.A. Susse
1204-2271-77
F.J. &
1198


98-19-24
R.A. Kohler
1257-389-78
G.A. & C.A. Boslar (C.P.)
1515-765-81
0.8 Ac.± Lt.
G. & C.
Boslar
887-1787-72
0.12 Ac.± Lt.
M.P. Dexter
5-338-76
.53 Ac.± Lt.
R.A. Kohler
1255-1482-78
1266-1382-78
C.L. Kohler (C.P.)
1599-31-82
3.42 Ac.± Lt.
Chet Harrington
Construction, Inc.
1298-2518-79
D. Bridgeford (C.P.)
1509-562-81
N. 669,000
E. 1,501,000
53667
225□'±
Temp.
Ease.
53666
1,500□'±
53668
900□'±
Detour 52600
② 3,360□'±
① 3,360□'±
1,000□'±
150□'±
1600□'±
52598
53033
52599
45
15'
10'
30'
R.S. (7-31-78)
179.17
00,907.11
Fd. 5/8" I.P. (9-5-78) N. 669,067.83 E. 1,500,921.62
Fd. 5/8" I.P. (9-5-78) N. 669,033.71 E. 1,500,920.38
Fd. 1" R. (Bent W.) (7-31-78) N. 668,998.43 E. 1,500,902.24
Fd. R.R.S. (7-31-78) N. 668,827.93 E. 1,500,897.62
Fd. 5/8" I.P. (9-5-78) N. 668,731.81 E. 1,500,914.93
Fd. 5/8" I.P. (9-5-78) N. 668,731.45 E. 1,500,934.95
209TH
AVE.
(CATHEY
Fd. 5/8" I.P. (9-5-78) N. 669,176.09 E. 1,500,862.05
Fd. 5/8" I.P. (9-5-78) N. 669,096.08 E. 1,500,859.85
Fd. 5/8" I.P. (9-5-78) N. 668,874.84 E. 1,500,853.81
52597
52601
Fd. 5/8" I.P. (9-5-78) N. 668,784.87 E. 1,500,851.40
Fd. 5/8" I.P. (9-5-78) N. 668,580 E. 1,500,8
25'
65□'±
15'
Ease.: Work Area (Walk Const.)
Fd. 5/8" I.P. (9-5-78) N. 668,855.27 E. 1,500,833.53
0.24 Ac.± Rt.
0.25 Ac.± Rt.
Ac.± Rt.
P.A.
us
C.D. & M.L
Walters
R.A. & D.L.
S.W. & L.H
Walker
D.N. & E.A.
Liebelt
J.A. Susse
1204-2271-77
F.J. & J.N. Senger
1198-639-77

GARy Cenner
Prgm. Mgt.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
Right of Way Unit
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3113

November 17, 1983

IN REPLY REFER TO
FILE NO.:

Mr. Roy Bennett
Office Engineer
Multnomah County
2115 SE Morrison Street
Portland, Oregon 97214

RIGHT OF WAY COST ESTIMATE
Powell Blvd.-Betler Rd.
209th Avenue
Multnomah County
FAP IX-9867(7)

There has been some confusion with which files on this project belong to Multnomah County and which files are the responsibility of the City of Gresham.

The Right of Way Service Agreement was written to reflect both party's understanding at that time. This has changed somewhat and now there are five files which should be the responsibility of the County which originally were in the group belonging to the City. These files are those needed for the bridge replacement and the temporary detour road. They are Files 52572, 52573, 52574, 52575 and 52576.

The City will be responsible for all the files from Powell Blvd. to File 52572. The County will be responsible for the files from 52572 south to the Heiney Road connection. This would exclude any files needed for the bikepath, which would be the City's responsibility. At this time those files have been dropped.

The estimated right of way cost for the City files is now $165,000. The estimated cost of the County's files is $100,000. These costs have changed from the original estimate because it is now based on appraisals rather than estimates. The County should submit their deposit for 15% of this amount.

PROGRAM SECTION
[illegible] ______ PROJECT UNIT 9
1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______ ______

If this is agreeable, please acknowledge where indicated and return a copy to me.

Very truly yours,

Kenneth Rolfe
Regional R/W Supervisor

KR:kf

cc Rick Walker, City of Gresham
(Rick, if in agreement, please sign a copy of this letter and return.)

Adele Egan, Salem R/W
Gary Zehner, Prgm. Mgt.

11-29-83
Ken Rolfe is requesting additional $10,200 from City of Gresham.
E

ACKNOWLEDGMENT ______________________ **DATE** ______________

FORM E-30

J.B. Boyd

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Milwaukie, Oregon 97222

DATE May 2, 1984

TO MEMO TO THE FILE

FROM
Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

RIGHT OF WAY ADMINISTRATION
RECEIVED
MAY - [illegible] 1984
M RN ADM RBR CA LS
PMS AS CE OS TA RUS
0 1 2 3 4 F

SUBJECT
File 52574-Berry
C.P. = Rapp
Johnson Creek Structure
Johnson Creek-Heiney Blvd.
209th Avenue (Towle Road)
Multnomah County
FAP IX-9867(7)

Dan Evans, Inspector for Resident Engineer Gary Kennen's office, met with Charles Rapp, contract purchaser of the Berry property at Johnson Creek Blvd.

Dan showed Mr. Rapp a preliminary construction plan which indicated we were putting a bicycle path along Johnson Creek in front of the Rapp home. Rapp advised him that we had not purchased R/W to accommodate a bicycle path.

Rapp called this office wanting to know what was going on. We assured him we were not building a bicycle path in front of his house.

I advised Dan Evans and Gary Kennen the City had canceled the bicycle path when it was determined how much extra money it would cost for the additional R/W.

Kennen will investigate the matter with Salem Design to make sure there is no misunderstanding on the plans.

REC'D FOR FILING
MAY 10 1984

KR:kf

cc J.B. Boyd
J. McClure
G. Kennen

FINAL REPORT on Real Property Negotiations

FAP IX-9867(7)

N STATE HIGHWAY DIVISION

File 52574

Sta. 26+25 to Sta. 27+45

Name of owner (fee) Carl Berry
48000 Wagoneer Loop (phone: 668-6955)
Sandy, Oregon 97055

Mail address (C.P.) Chales F. and Nina B. Rapp Phone No. 666-7945
1000 SW Towle Road, Gresham, Oregon 97030

Phone No.

Attorney NA Address

Purpose of purchase R/W, Perm. Ease. OPTION EXPIRES 1/21/84 Possession upon acceptance

Location of property Powell Blvd.-Butler Rd. (Gresham) section of S.E. 209th Avenue (Cathey Road) Highway in Multnomah County.

Street address or Sec. T.R. SW¼ Sec. 9, T.1S, R.3E, W.M., Tax Lot 260

How does taking affect remaining property? slight reduction in size - no adverse affect to remainder
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Vacant residential land - yard improvements only.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Residential Parcel 1 (fee): 1,100 s.f. @ $1.33(+)/s.f.		- $1,470. ✓	
Parcel 2 (Perm. Easement-Slopes & drainage): 1,270 s.f. @ $0.12(+)/s.f.		- 160. ✓	= $1,630. ✓
IMPROVEMENTS:			
Landscaping, lawn	- $2,300		
driveway, 10 LF barbwire fence	- 170		= 2,470. ✓
		TOTAL	= $4,100 ✓

EXHIBIT "H": Possession.

EXHIBIT "E": Grantors' other Obligations.

A. Grantors agree to do the following at their own cost & expense:
Remove six fir trees from the proposed fee taking area and replant on the owners property lying beyond the east line of the proposed permanent slope easement.

B. ...Grantors agree to remove promptly from the limits of the optioned property the following reserved property or items:
Six fir trees.
These trees are to be removed on/before November 4, 1983.

APPROVED: R. L. Bennett 9/27/83
~~Cityxofxgresham~~ Date
Multnomah County

Withholding $ -0- for

Relocation: 3617 forwarded on 6/3/83, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ NA Replacement Housing; $ Rent Supplement

Appraisals: $3700 By K. Shaeffer Review Appraisal $ 3700

Staff & $

Fee $ By C.G. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 326-2586 Participating $ 4100 Non-Participating $ -0-

Name of owner (fee) Carl Berry
48000 Wagoneer Loop (phone: 668-6955)
Sandy, Oregon 97055

Mail address (C.P.) Chales F. and Nina B. Rapp Phone No. 666-7945
1000 SW Towle Road, Gresham, Oregon 97030
Phone No.

Attorney NA Address

Purpose of purchase R/W, Perm. Ease. OPTION EXPIRES 1/21/84 Possession upon acceptance

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S.E. 209th Avenue (Cathey Road) Highway in Multnomah County.

Street address or Sec. T.R. SW¼ Sec. 9, T.1S, R.3E, W.M., Tax Lot 260

How does taking affect remaining property? slight reduction in size - no adverse affect to remainder
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Vacant residential land - yard improvements only.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:	Residential Parcel 1 (fee): 1,100 s.f. @ $1.33+/s.f.	- $1,470. ✓		
	Parcel 2 (Perm. Easement-Slopes & drainage): 1,270 s.f. @ $0.12+/s.f.	- 160. ✓	=	$1,630. ✓
IMPROVEMENTS:	Landscaping, lawn	- $2,300		
	driveway, 10 LF barbwire fence	- 170	=	2,470. ✓
			TOTAL =	$4,100 ✓

EXHIBIT "H": Possession.

EXHIBIT "E": Grantors' other Obligations.
A. Grantors agree to do the following at their own cost & expense:
Remove six fir trees from the proposed fee taking area and replant on the owners property lying beyond the east line of the proposed permanent slope easement.
B. ...Grantors agree to remove promptly from the limits of the optioned property the following reserved property or items:
Six fir trees.
These trees are to be removed on/before November 4, 1983.

APPROVED: R. L. Bennett 9/27/83
~~City of Gresham~~
Multnomah County Date

Withholding $ -0- for
Relocation: 3617 forwarded on 6/3/83, ☐ Improved ☒ Unimproved
☐ Required Displacement: $ NA Replacement Housing; $ Rent Supplement

Appraisals: $3700 By K. Shaeffer Review Appraisal $ 3700
Staff & $
Fee $ By C.G. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 326-2586 Participating $ 4100 Non-Participating $ -0-

RECEIVED
SEP 28 1983
RIGHT OF WAY ADMINISTRATION

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:
Ken Rolfe
Right of Way Supervisor Date 8-22-83 Signed: Victor Alvarado
Right of Way Agent
Victor Alvarado
Right of Way Manager Date 9-30-83 Dated: August 18, 1983
Authorized by Transportation Commission: Date

FORM 734-3042 (Rev. 7-78)

Counties 10/9/83

FINAL REPORT on Real Property Negotiations

FAP IX-9867(7)

OREGON STATE HIGHWAY DIVISION

File 52575

Sta. 25+95 to Sta. 27+45

Name of owner Jack C. Strong -and- Jean C. Strong

Rural Route
Fossil, Oregon 97830

2862 Paseo Rio Way
Sacramento, California 95827

6285 S. E Caldwell # 39
Gladstone OR 97027

Mail address (Jack) Phone No. 468-2263

Phone No.

Attorney Address

Purpose of purchase R/W OPTION EXPIRES 5/9/84 Possession upon acceptance

Location of property Powell Blvd.-Butler Road section of SE 209th Ave. (Cathey Rd.) Highway in Multnomah County.

Street address or Sec. T.R. T.1S, R.3E, Sec. 9, W.M., Tax Lot 142

How does taking affect remaining property? slight reduction in size, no adverse affect to remainder.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Vacant residential land; natural vegetation including several trees.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Residential, .26 Ac. @ $5,000/Ac.	=	$1,300 ✓
IMPROVEMENTS: Trees	=	200
TOTAL	=	$1,500

EXHIBIT "H": Possession

EXHIBIT "X": Map

APPROVED: R L Burnett
Multnomah County

11-28-83
(date)

Withholding $ -0- for

Relocation: 3617 forwarded on 11/18/83, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing; $ Rent Supplement

Appraisals: $ 820 By K. Shaeffer Review Appraisal $ 825

Staff & $

Fee $

By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 326-2586 Participating $ 1500 Non-Participating $ -0-

Rural Route
Fossil, Oregon 97830

2862 Paseo Rio Way
Sacramento, California 95827

6285 S. E Caldwell # 39
Gladstone OR 97027

Mail address ______________________ (Jack) Phone No. 468-2263

______________________ Phone No. ______

Attorney ______________________ Address ______

Purpose of purchase R/W

OPTION EXPIRES 5/9/84

Possession upon acceptance

Location of property Powell Blvd.-Butler Road section of SE 209th Ave. (Cathey Rd.) Highway in Multnomah County.

Street address or Sec. T.R. T.1S. R.3E. Sec. 9, W.M., Tax Lot 142

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(Give details regarding dividing of tract, if appropriate)

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LAND: Residential, .26 Ac. @ $5,000/Ac.	=	$1,300 ✓
IMPROVEMENTS: Trees	=	200
TOTAL	=	$1,500

EXHIBIT "H": Possession

EXHIBIT "X": Map

APPROVED: R L Burnett
Multnomah County
11-28-83
(date)

Withholding $ -0- for ______

Relocation: 3617 forwarded on 11/18/83, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ ______ Replacement Housing; $ ______ Rent Supplement

Appraisals: $ 820 By K. Shaeffer Review Appraisal $ 825

Staff & $ ______

Fee $ ______

By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 326-2586 Participating $ 1500 Non-Participating $ -0-

General remarks DESCRIPTION CHANGED IN THE FIELD
(Give such general explanation as you desire to support settlement)

RECEIVED
NOV 29 1983

Settlement recommended:

Right of Way Supervisor Date 11-23-83 Signed: Victor Alvarado
Right of Way Agent
Victor Alvarado

Right of Way Manager Date 12/6/83 Dated: November 22, 1983

Authorized by
Transportation Commission: Date ______

FORM 734-3042 (Rev. 7-78) (Mult) County 2/10/84

Adele Egan

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
Right of Way Unit
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3113

RIGHT OF WAY [illegible] TATION
RECEIVED
FEB 29 1984

February 28, 1984

Scenic Fruit Company
Profit Sharing Trust
2452 NE Division
Gresham, Oregon 97030

File 52576
Powell Blvd.-Butler Rd. (Gresham)
SE 209th (Cathey Road)
Multnomah County
FAP IX-9867(7)

Gentlemen:

Enclosed is State Highway Fund Check No. 30476 for $1,000.00 payable to Dean Bredenkamp, Leonard Lauderback, King Bredenkamp, Marldean Eisele, Trustees of Scenic Fruit Company.

This payment represents the full consideration for a temporary easement for detour road over 2,025 square feet and a tree.

Very truly yours,

Kenneth Rolfe
Regional R/W Supervisor

KR:kf

enc.

cc A. Egan, Salem
D. Aman, Salem
R/W Files

REC'D FOR FILING
MAR 7 1984

FINAL REPORT on Real Property Negotiations

FAP IX-9867(7)

OREGON STATE HIGHWAY DIVISION

File 52576

Sta. 27+50 to Sta. 28+40

Name of owner Scenic Fruit Company Profit Sharing Trust

Mail address 2452 NE Division, Gresham, Oregon 97030 Phone No. 663-3434

Phone No.

Attorney unknown Address

Purpose of purchase Temp. Ease. OPTION EXPIRES 5/2/84 Possession 30 days after payment...

Location of property Powell Blvd.-Butler Road (Gresham) section of SE 209th (Cathey Rd.) Highway in Multnomah County.

Street address or Sec. T.R. Lot 1, Block 1, Cistina Bush, Gresham

How does taking affect remaining property? Temporary detour easement
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Residential, for bridge detour, located in new residential subdivision
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:	Residential, 3-yr. temp. easement for detour, 2025 sq.ft. @ $.42/s.f.	=	$ 850. ✓
IMPROVEMENTS:	Chestnut Tree	=	150.
	TOTAL	=	$1,000.

EXHIBIT "E": Grantors' Other Obligations

In the event that this option is accepted, Grantors agree to remove promptly from the limits of the optioned property the following reserved property or items:

a) Grantors agree to remove tree located at the approximate station of 26+51 within 30 days after acceptance.

APPROVED: Ry L. Bennett
Multnomah County
11-18-83
date

Withholding $ -0- for

Relocation: 3617 forwarded on 7/27/83, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing; $ Rent Supplement

Appraisals: $ 1150 By J. Cooper Review Appraisal $ 650

Staff & $

Fee $ By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 326-2586 Participating $ 1000.00 Non Participating $ —

Mail address 2452 NE Division, Gresham, Oregon 97030 Phone No. 663-3434

Phone No.

Attorney unknown Address

Purpose of purchase Temp. Ease. OPTION EXPIRES 5/2/84 Possession 30 days after payment...

Location of property Powell Blvd.-Butler Road (Gresham) section of SE 209th (Cathey Rd.) Highway in Multnomah County.

Street address or Sec. T.R. Lot 1, Block 1, Cistina Bush, Gresham

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(Give details regarding dividing of tract, if appropriate)

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Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Residential, 3-yr. temp. easement for detour, 2025 sq.ft. @ $.42/s.f.	=	$ 850. ✓
IMPROVEMENTS: Chestnut Tree	=	150.
TOTAL	=	$1,000.

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a) Grantors agree to remove tree located at the approximate station of 26+51 within 30 days after acceptance.

[redacted]

APPROVED: Roy L. Bennett
Multnomah County
11-18-83
date

Withholding $ -0- for
Relocation: 3617 forwarded on 7/27/83, ☐ Improved ☒ Unimproved
☐ Required Displacement: $ Replacement Housing; $ Rent Supplement

Appraisals: $ 1150 By J. Cooper Review Appraisal $ 650
Staff & $
Fee $ By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 326-2586 Participating $ 1000.00 Non Participating $ —

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:
Date 11-14-83
Right of Way Supervisor
Date 11-23-83
Right of Way Manager
Authorized by Transportation Commission: Date

NOV 21 1983

Signed Howard Bergstrom
Right of Way Agent
HOWARD BERGSTROM
Dated: November 14, 1983

734-3042 (Rev. 7-78)

County 12/2/83

DATE: September 19, 1985

PRO 602

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Authorization to Proceed
with Acquisition of Right-of-Way
Item No. 80367
Project No. IX-9867(7)
Powell Blvd.-Heiney Road (Gresham) Section
City Street
Multnomah County
File No. 54899

I request your authorization to proceed with the actual acquisition of the above listed file as outlined in red on the enclosed copy of Map No. 9B-19-24 at an estimated total cost of $4,400. However, no increase in Federal funds is required at this time.

RDF:pf
Enclosure

cc: E. L. Hardt, Metro Region
Don Aman
General Files

PRO 6

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Section

DATE: September 13, 1985

Donald C Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Powell Blvd.-Butler Road Section
209th Avenue
Multnomah County
Project #IX-9867(7)

We have received one additional file on the above project. The acquisition of this right-of-way is estimated at $4,400 and does not require a relocation or moving allowance.

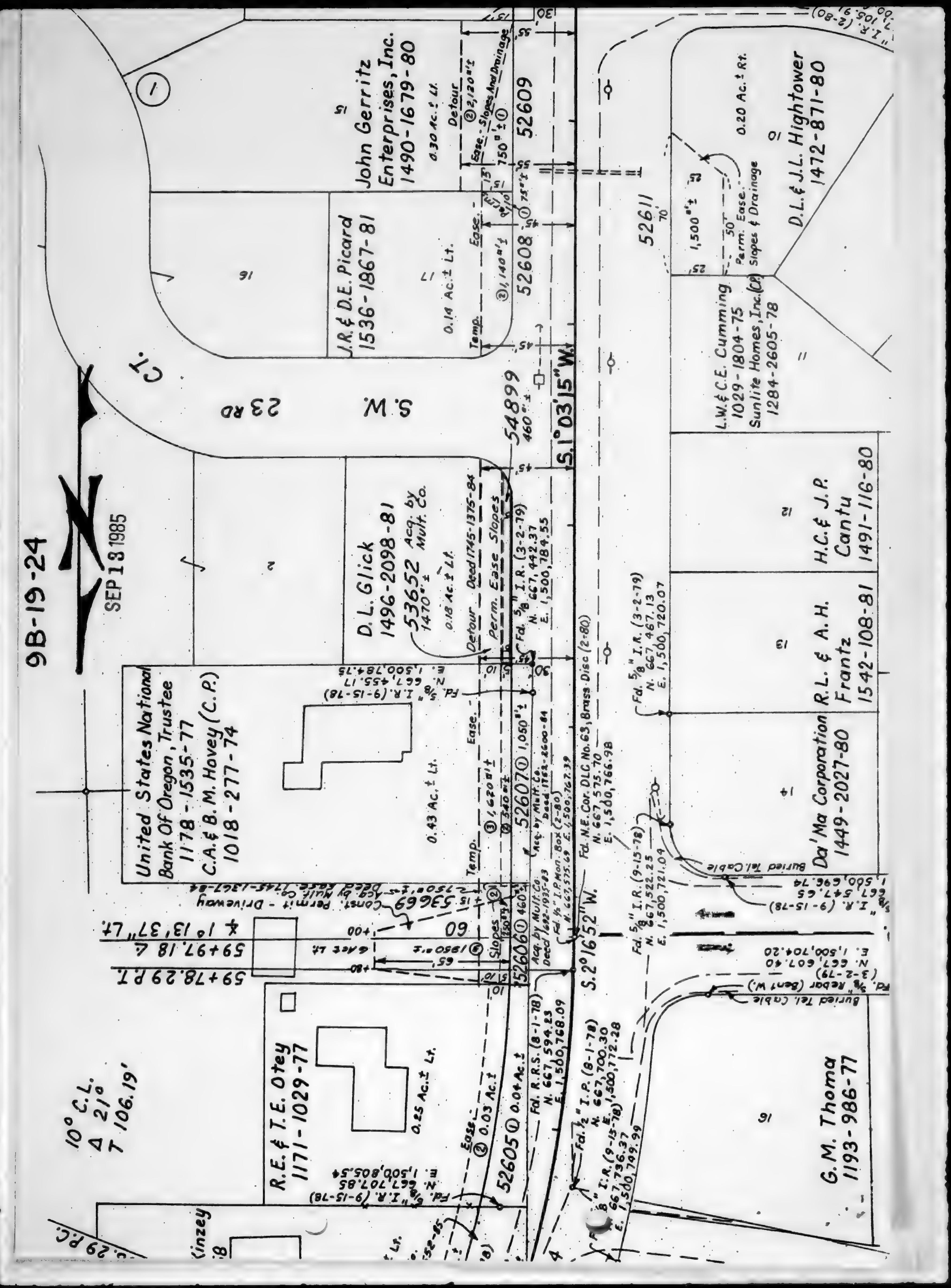
Please request concurrence of the verbal authorization of September 12, 1985 for the acquisition of this right-of-way with the Federal Highway Administration.

The above estimate covers file 54899 as shown on map 9B-19-24.

DA:jh
attach.

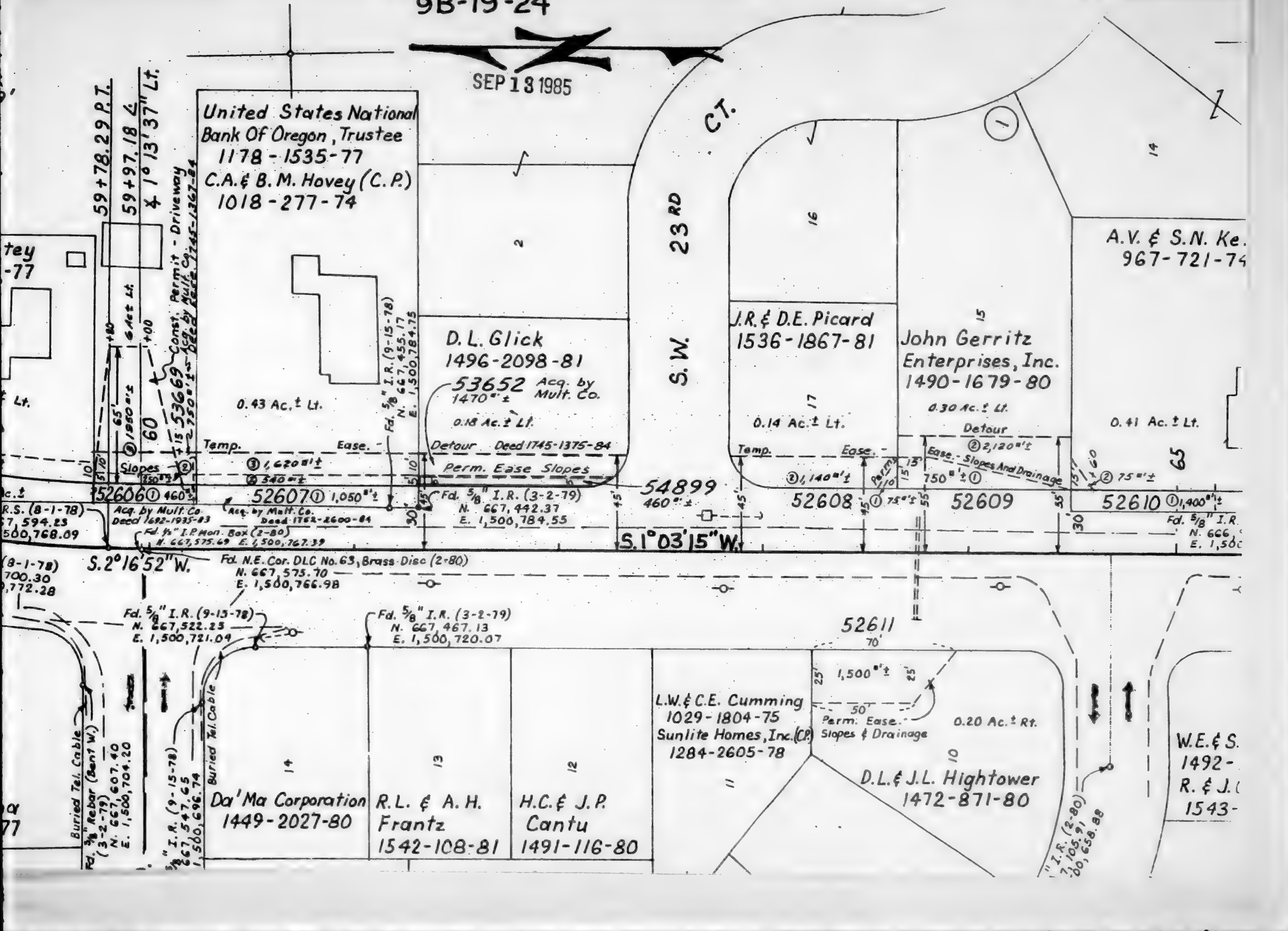
PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
SEP 16 1985
REFER TO Brock
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387


9B-19-24
SEP 13 1985
10° C.L.
Δ 21°
T 106.19'
R.E. & T.E. Otey
1171-1029-77
0.25 Ac.± Lt.
United States National Bank Of Oregon, Trustee
1178-1535-77
C.A. & B.M. Hovey (C.P.)
1018-277-74
0.43 Ac.± Lt.
D.L. Glick
1496-2098-81
53652 Acq. by Mult. Co.
1470□'±
0.18 Ac.± Lt.
J.R. & D.E. Picard
1536-1867-81
0.14 Ac.± Lt.
John Gerritz Enterprises, Inc.
1490-1679-80
0.30 Ac.± Lt.
23 RD
S.W.
CT.
54899
460□'±
S.1°03'15"W.
S.2°16'52"W.
52605 ① 0.04 Ac.±
② 0.03 Ac.±
52606 ① 460□'±
52607 ① 1,050□'±
③ 1,620□'±
③ 340□'±
52608 ① 75□'±
③ 1,140□'±
52609
② 2,120□'±
③ 750□'±
Ease.: Slopes And Drainage
Detour
Temp.
Ease.
Perm. Ease Slopes
Detour Deed 1745-1375-84
Slopes
53669 Const. Permit - Driveway
~750□'± Acq. by Mult. Co. Deed Rec. 1745-1367-84
59+78.29 P.T.
59+97.18 ℄
℄ 1°13'37" Lt.
② 1850□'±
Acq. by Mult. Co. Deed 1692-1935-83
Fd. ½" I.P. Mon. Box (2-80) N. 667,575.69 E. 1,500,767.39
Fd. N.E. Cor. DLC No. 63, Brass Disc (2-80) N. 667,575.70 E. 1,500,766.98
Fd. ⅝" I.R. (3-2-79) N. 667,442.37 E. 1,500,784.55
Fd. ⅝" I.R. (9-15-78) N. 667,455.17 E. 1,500,784.75
Fd. R.R.S. (8-1-78) N. 667,594.83 E. 1,500,768.09
Fd. ½" I.P. (8-1-78) N. 667,700.30 E. 1,500,772.28
Fd. ⅝" I.R. (9-15-78) N. 667,707.85 E. 1,500,805.54
I.R. (9-15-78) N. 667,736.37 E. 1,500,749.99
Fd. ⅝" I.R. (3-2-79) N. 667,467.13 E. 1,500,720.07
Fd. ⅝" I.R. (9-15-78) N. 667,522.25 E. 1,500,721.09
⅝" I.R. (9-15-78) 667,547.65 1,500,696.74
Fd. ⅝" Rebar (Bent W.) (3-2-79) N. 667,607.40 E. 1,500,704.20
Buried Tel. Cable
52611
1,500□'±
Perm. Ease. Slopes & Drainage
0.20 Ac.± Rt.
D.L. & J.L. Hightower
1472-871-80
L.W. & C.E. Cumming
1029-1804-75
Sunlite Homes, Inc. (C.P.)
1284-2605-78
H.C. & J.P. Cantu
1491-116-80
R.L. & A.H. Frantz
1542-108-81
Da'Ma Corporation
1449-2027-80
G.M. Thoma
1193-986-77
Kinzey
29 P.C.
I.R. (2-80)
16
17
2
11
12
13
14
15
10
①

9B-19-24

SEP 13 1985


United States National Bank Of Oregon, Trustee
1178-1535-77
C.A. & B.M. Hovey (C.P.)
1018-277-74
0.43 Ac.± Lt.
59+78.29 P.T.
59+97.18 ℄
∡ 1°13'37" Lt.
65'
③ 1980ª± 6 Act Lt.
60
+80
+00
+15 53669 Const. Permit - Driveway
② 750ª± Acq. by Mult. Co. Deed Ease. 1745-1367-84
Temp. Ease.
③ 1,620ª±
② 340ª±
Slopes
②150ª±
52606 ① 460ª±
52607 ① 1,050ª±
Acq. by Mult. Co. Deed 1692-1935-83
Acq. by Mult. Co. Deed 1762-2600-84
Fd. ½" I.P. Mon. Box (2-80) N. 667,575.69 E. 1,500,767.39
R.S. (8-1-78) 667,594.23 1,500,768.09
(8-1-78) 700.30 772.28
S. 2°16'52" W.
Fd. ⅝" I.R. (9-15-78) N. 667,455.17 E. 1,500,784.75
D.L. Glick
1496-2098-81
53652 Acq. by Mult. Co.
1470ª±
0.18 Ac.± Lt.
Detour Deed 1745-1375-84
Perm. Ease Slopes
Fd. ⅝" I.R. (3-2-79) N. 667,442.37 E. 1,500,784.55
54899
460ª±
S.1°03'15"W.
S.W. 23RD CT.
①
2
14
16
17
15
J.R. & D.E. Picard
1536-1867-81
0.14 Ac.± Lt.
Temp. Ease.
③ 1,140ª±
Perm.
52608
① 75ª±
John Gerritz Enterprises, Inc.
1490-1679-80
0.30 Ac.± Lt.
Detour
② 2,120ª±
Ease. - Slopes And Drainage
750ª± ①
52609
A.V. & S.N. Ke
967-721-74
0.41 Ac.± Lt.
65
② 75ª±
52610 ① 1,400ª±
Fd. ⅝" I.R. N. 666 E. 1,50
Fd. N.E. Cor. DLC No. 63, Brass Disc (2-80) N. 667,575.70 E. 1,500,766.98
Fd. ⅝" I.R. (9-15-78) N. 667,522.25 E. 1,500,721.09
Fd. ⅝" I.R. (3-2-79) N. 667,467.13 E. 1,500,720.07
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14
Da'Ma Corporation
1449-2027-80
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R.L. & A.H. Frantz
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12
H.C. & J.P. Cantu
1491-116-80
11
L.W. & C.E. Cumming
1029-1804-75
Sunlite Homes, Inc. (C.P.)
1284-2605-78
52611
70'
1,500ª±
25'
50'
Perm. Ease. Slopes & Drainage
0.20 Ac.± Rt.
10
D.L. & J.L. Hightower
1472-871-80
" I.R. (2-80) 7,105.91 00,658.88
W.E. & S.
1492-
R. & J.
1543-
tey
-77
Lt.

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12,1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

PAID BY

(For use of Paying Office)

APPROPRIATION

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem

STATE
Oregon 97310

VOUCHER TYPE (Check Appropriate Block)
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 04 16 84
TO 02 21 86

Post

FEDERAL AID PROJECT NO.
IX 9867 (8)

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
310,470.88	297,602.76	85.00	252,962.33	252,962.33	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
3/20/91

SIGNATURE OF AUTHORIZED OFFICIAL
Robert E
ASSISTANT CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR -20 REV 5-78

JOHNSON CREEK BRIDGE SECTION
FAU 9867, GRESHAM
MULTNOMAH COUNTY

CONSTRUCTION
TYPE CODE I000
ROADWAY

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$91,485.10
SFO 2 TEMPORARY RAILROAD CROSSING PORTLAND TRACTION)	All Required	10,582.07
SFO 3 DE ENERGIZE POWER LINES (PGE)	All Required	2,419.82
SFO 4 RELOCATE POWER LINE FACILITIES . (City of Gresham)	All Required	1,179.69
SFO 5 RELOCATE WATER LINE(GRESHAM)	All Required	20,146.77
TOTAL		$125,813.45

TYPE CODE Y080

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$ 131,649.29
SFO 1 RAILROAD PROTECTIVE COST PORTLAND TRACTION CO.	All Required	229.64
TOTAL		$ 131,878.93

CONSTRUCTION ENGINEERING

STATE	ALL REQUIRED	$ 43,903.10
LIQUIDATED DAMAGES	LUMP SUM	(5,250.00)
Wo		
TOTAL ENGINEERING COST		$ 38,653.10

MISCELLANEOUS PROJECT COST

Audits Costs	All Required	$ 1,257.28
TOTAL PARTICIPATING PROJECT COST		$297,602.76

1984 Lower Boones Ferry Rd. 9856
Intchg. Sec, Pacific Hwy in
Durham. (gr, pav, sign, sig)

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 4/21/86	REPORT MADE BY James Klamerus, Highway Engineer Trainee		PROJECT NO. IR-5-5(80)291
COMPLETION DATE (Actual) 2/15/85	ACCEPTANCE DATE BY CONRTACT AGENCY December 3, 1985	TIME ELAPSED 100 %	CONTRACT TIME 200 CD

LOCATION
Lower Boones Ferry Road at Intersection of S. W. McEwen, I-5 ramp terminals and S. W. 72nd/S. W. Bridgeport

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

This project provided for signals at the ramps of the interchange plus an additional set of signals on each side of the freeway at intersecting roads with Lower Boones Ferry Road. Also included was some drainage, excavation, and repaving of the interchange area.

The original authorization was $339,302.58. The final cost is $328,891.73. The final project cost underran by 3.1%.

The contractor dropped the claim associated with an underrun in planned excavation quantities. The grout pads that were badly cracked have been repaired. The project manager advised FHWA of this information on 4/21/86.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 30 '86
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Cy
5/2

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE James M Klamerus TP Lowe		SIGNATURE G. K. [illegible]	
TITLE Area Engr E Highway Engineer Trainee	DATE 4-25-86	TITLE Field Operations Engineer	DATE 4/29/86

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

January 30, 1986

CON 5
#9856

The American Insurance Company
P.O. Box 3825
Portland, OR 97208

Contract No. 9856 awarded to W. R. Grasle Co. for work on the Lower Boones Ferry Road Interchange Section of the Pacific Highway in Washington County was completed on August 27, 1985, and accepted by the State Highway Division on December 31, 1985.

Final payment in the amount of $7,109.08 will be released to the contractor after February 5, 1986. The total contract amount is $272,028.04 including $822.91 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: W. R. Grasle Co.
P.O. Box 4123
Portland, OR 97208

Fred S. James & Co. of Oregon
111 S.W. Columbia
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

9856

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: December 31, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9856, On Site Work Substantially Completed 2-15-85

All Work Completed 8-27-85

Project Lower Boones Ferry Rd. Interchange

Highway Pacific

County Washington

Type of Work Grading, paving, signing & signals

Contractor W. R. Grasle Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1-30-86 -- Surety letter written.

noted RGormsen

RECEIVED
JAN 7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

*** FINAL REPORT *** √

7856

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Lower Boones Ferry Road Interchange		WEEK ENDING August 30, 1985
		SECTION PREFIX 634-1008
HIGHWAY Pacific		COUNTY Washington
NAME OF JOB Lower Boones Ferry Rd. Intchge.	KIND OF WORK Grading, Paving, Signing and Signals	
CONTRACTOR W. R. Grasle Co.	CONTRACT NUMBER 9856	FEDERAL AID PROJECT NUMBER IR-5-5(80)291
DATE OF CONTRACT July 18, 1984	DATE WORK STARTED August 23, 1984	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS (a)30(b)200	WORK DAYS USED CALENDAR DAYS USED (a)30 (b)200
PROJECT AUTHORIZATION. $ 339,302.58	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED (a)100(b)100
EXCLUSIVE OF ENGINEERING: $ 312,397.53	ENGINEERING AUTHORIZATION $ 26,905.05	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 292,782.58	ENGINEERING COST TO DATE $ 35,300.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN . . . . . . 6.3 %	PERCENT OF AUTHORIZATION . . . . 131 %	DATE PROJECT WAS COMPLETED: February 15, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signals	
100	100	100	100	100	N/A	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.14	.14			.14
MILES PARTIALLY COMPLETED	.14	.14			.14
MILES COMPLETED	.14	.14			.14
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,971 CY	1,000 Ton			490 Ton
TOTAL QUANTITIES CORRECTED TO DATE	792 CY	743 Ton			656 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	792 CY	743 Ton			656 Ton
AVERAGE DAILY QUANTITIES (This Week)	0 CY	0 Ton			0 Ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 CY	0 Ton			0 Ton
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

August	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 25	Fair	200		
MONDAY 26	Fair	200		
TUESDAY 27	Fair	200		
WEDNESDAY 28	Fair	200		
THURSDAY 29	Fair	200		
FRIDAY 30	Overcast	200		
SATURDAY 24	Fair	200		

CE E CAE ---- RECEIVED LS ---- TC ----
COE ---- OM ---- SA ---- CC ----
OE ---- SEP 04 1985 FE ---- CP ----
CA ---- PQC ----
CAM ---- CONSTRUCTION QCS ----
EEO ---- SECTION FILE ----

CONTRACT NO.: 9856 ATE: August 30, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 25	No activity.
26 MONDAY	No activity.
27 TUESDAY	No activity.
28 WEDNESDAY	No activity.
29 THURSDAY	No activity.
30 FRIDAY	No activity.
24 SATURDAY	No activity.

REMARKS

STATUS TO DATE: Project was completed on February 15, 1985.

Contractor submitted letter requesting final inspection on August 27, 1985 and the Third Notification was submitted effective that date.

The Semi-Final Estimate has been submitted.

A Price Agreement to settle the General Excavation Claim has been submitted for approval.

*** FINAL REPORT ***

SIGNED LOCATION Portland

DATE: August 30, 1985

Howard R. Harris, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

985

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

June 3, 1985
IN REPLY REFER TO

HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project IR-5-5(80)291
Lower Boone's Ferry Rd. Interchange
Pacific Highway
Washington County

In reference to our letter of July 31, 1984 please see that the three signal heads are identified as non-participating in the final project agreement. Your request for final acceptance should include a segregation of costs for these units.

Sincerely yours,

G. K. Hossner
for Dale E. Wilken
Division Administrator

cc:

OSHD (L. E. George, Traffic)
OSHD (G. Potter, Program)
OSHD (B. Walton, Const)

RECEIVED
STAT HWY ENGR
JUN 4 '85
REFER TO

Info	Invest	R/D	[illegible]	[illegible]	[illegible]	[illegible]

1-5

ROAD DESIGN SECTION

DES 16

Howard R. Harris
Project Manager

November 2, 1984

Donald R. Adams, P.E.
Final Design Engineer

Material Submittals
Lower Boones Ferry Road Intchg.
Pacific Highway
Washington County
Contract No. 9856

Attached are six copies of approved Single Post Slip Base shop drawings for use on the subject project.

Please retain two copies of the drawings for your use in field inspection, forward one copy to Don Wackerbarth's office for shop inspection purposes and forward one copy to Huston Welding for post fabrication.

DRA:EAH:bn

Atchs.

cc: C. O. Fredrickson
M E. L. Hardt
bcc: A. Anderson

9856 t

August 7, 1984

CON 5

#9856

W. R. Grasle Co.
P.O. Box 4123
Portland, OR 97208

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9856 for work on the Lower Boones Ferry Road Interchange Section of the Pacific Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Enclosure

cc: American Insurance Co.
Attn: Fidelity & Surety Dept.
121 SW Salmon St., Suite 900
Portland, OR 97204

Fred S. James & Co. of Oregon
111 SW Columbia
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Howard Harris
L. E. George

W. R. GRASLE CO.
ELECTRICAL CONTRACTORS & ENGINEERS

July 2, 1984

Office of Commission Services
Oregon Department of Transportation
Room 121, State Transportation Building
Salem, Oregon 97310

Re: Lower Boones Ferry Road Interchange
Washington County
FAP No. IR-5-5(80)291

Subject: DBE / MBE / WBE Participation

Attention: Mr. Robert W. Gormsen, Manager

Gentlemen:

Pursuant to the bid instructions to the above referenced project, we are pleased to advise that the above subject requirements are being met as follows:

The following are Sub - Subcontractors of Oregon Asphaltic Paving Co., and will be performing work on this project in the dollar amounts and bid items listed:

DBE Construction, Inc. (DBE)
P. O. Box 230118
Tigard, Oregon 97223

Bid Items: 7, 8 & 9
Value: $17,268.00

Arrow Bros. Corporation (MBE / DBE)
AGC Center, Suite 310
9450 Commerical Circle
Wilsonville, Oregon 97070

Bid Items: 15, 16, 17, 18, 19, 20 & 21
Value: $4,950.00

Fletcher Trucking & Construction (WBE)
1129 N.E. 238th Drive
Troutdale, Oregon 97060

Bid Items: 12 & 13
Value: $5,800.00

437 N.W. 16th AVE. • P.O. BOX 4123 • PORTLAND, OR 97208 • (503) 226-6771

The following firm will be a direct Subcontractor:

Mayco Enterprises, Inc. (DBE)
6317 N.E. 63rd Street
Vancouver, Washington 98668

Bid Item: 22
Value: $9,200.00

Please provide us with your acknowledgment that these firms are acceptable in the categories indicated.

Very truly yours,

W. R. GRASLE CO.

W. R. Grasle, Jr.

WRGjr:d

RECEIVED
JUL 5 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

c.c Kay [illegible]

RECEIVED
STATE HWY ENGR
AUG 1 '84
REFER TO
Hunter
FOR
Info Inves R/D D/R Sign [✓ Act] File

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

July 31, 1984
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon IR-5-5(80)291
Lower Boone's Ferry Road Interchange
Pacific Highway
Washington County

Reference is made to our June 14, 1984 letter, your responding letter of June 22, 1984 and subsequent discussion with Mr. L. E. George regarding the signal installation on this project. We continue to be in disagreement with the number of signal heads appropriate for approach traffic.

We appreciate your removal of the two ground mount advance signals, however, we still believe that two signal heads facing each off ramp are sufficient to meet the visual needs and provide safe operations for the terminal ramp design on this project. We also feel that the signal head mounted near pole 2 which controls the mandatory right turn movement is not necessary.

Please make the necessary plan changes to eliminate these three extra signal heads or adjust federal participation to show three extra heads as non-participating.

Because of the growing need for ramp terminal signals we believe a conventional signal installation will best meet driver expectancy for safe operations. It will be our policy to not participate in added features or equipment unless fully justified by unique or unusual circumstances.

Sincerely yours,

G. K. Hossner
for Dale E. Wilken
Division Administrator

cc:
OSHD (L E George)
OSHD (G Potter)
Region (E Leland)

NOTED
E. S. HUNTER

9856

1

MPLETED BY FHWA

7-271

U.S. Department of Transportation
Federal Highway Administration

FEDERAL-AID PROJECT AGREEMENT

STATE
Oregon

COUNTY
Washington

PROJECT NO.
IR-5-5(80)291

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Lower Boones Ferry Road Interchange with I-5, 3.0 mi. south of Multnomah County Line.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-6-84	0.0

OTHER *(Specify)*

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 339,234.00	$ 312,839.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

[illegible] 1984

Date executed by Division Administrator

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

gon State Highway Division
Salem, Oregon July 26, 1984

Federal Aid Project No. IR-5-5(80)291

Lower Boones Ferry Rd. Intchge. Sec.
Pacific Highway
Washington County

PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Roadway Sta. ("RLS" 209+36 to Sta. "LB" 11+90)

Mobilization	Lump Sum	All	Lump Sum	$	5,288.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum		4,655.00
Temporary Signs	Sq. Ft.	350	7.30		2,555.00
Temporary Barricades	Each	4	104.00		416.00
Temporary Plastic Safety Markers	Each	12	52.00		624.00
Flagmen	Hour	40	15.60		624.00
Clearing and Grubbing	Lump Sum	All	Lump Sum		1,200.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum		520.00
General Excavation	Cu. Yd.	1,971	9.00		17,739.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum		520.00
Aggregate Shoulders	Ton	370	9.90		3,663.00
Treated Base	Ton	1,000	19.50		19,500.00
Class "B" Asphalt Concrete	Ton	490	34.50		16,905.00
Adjusting Manholes	Each	1	210.00		210.00
Removal of Existing Signs	Lump Sum	All	Lump Sum		312.00
Wood Sign Posts	Lump Sum	All	Lump Sum		1,245.00
Sign Support Footings	Lump Sum	All	Lump Sum		624.00
Single Post Slip Base Sign Supports	Lump Sum	All	Lump Sum		990.00
Type "C" Signs in Place	Sq. Ft.	32	11.00		352.00
Type "I" Signs in Place	Sq. Ft.	128	10.50		1,344.00
Move & Reinstall Existing Signs	Lump Sum	All	Lump Sum		312.00
				$	79,598.00

Anticipated Items

Permanent Pavement Striping	Lump Sum	All	Lump Sum	$	2,000.00
Temporary Erosion Control	Lump Sum	All	Lump Sum		500.00
				$	2,500.00
			Subtotal		82,098.00
			Engineering		11,083.00
			Total	$	93,181.00

Type Code Y031
Traffic Signals (Lower Boones Ferry Rd. Intchge.)(4 Locations)

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	$ 187,212.00
				$ 187,212.00

Anticipated Items

State Furnished Software	Lump Sum	90%	Lump Sum	$ 3,150.00
"OPTICOM" Testing and Turn-On	Lump Sum	90%	Lump Sum	8,685.00
				$ 11,835.00
			Subtotal	$ 199,047.00
			Engineering	26,871.00
			Total	$ 225,918.00

Type Code Y031
Fire Preemption (Lower Boones Ferry Rd. Intchge.)(4-Locations)

Fire Preemption System Complete	Lump Sum	All	Lump Sum	$ 15,985.00
				$ 15,985.00

Anticipated Items

State Furnised Software	Lump Sum	10%	Lump Sum	$ 350.00
"Opticom" Testing and Turn-on	Lump Sum	10%	Lump Sum	965.00
				$ 1,315.00
			Subtotal	$ 17,300.00
			Engineering	2,335.00
			Total	$ 19,635.00

Length of Project		0.00 mi.

Retained in Reserve

Power Service Connection	All Required	$ 500.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds	County Funds	City Funds	Fire Dist. Funds
Roadway	$ 93,181.00	$ 85,931.00	$ 3,625.00	$ 1,813.00	$ 1,812.00	$ ----
Signal	225,918.00	208,341.00	8,789.00	4,394.00	4,394.00	----
Fire Preempt.	19,635.00	18,107.00	764.00	----	----	764.0
Reserve	500.00	460.00	20.00	10.00	10.00	----
Total	$339,234.00	$312,839.00	$ 13,198.00	$ 6,217.00	$ 6,216.00	$ 764.0

Group 1 96% Group 8 4%
Contract No. 9856
Prefix: 634-1952

634-1008

July 3, 1984 PRO

Michael A. McKillip
City Engineer
City of Tualatin
18880 S.W. Martinazzi Ave.
P.O. Box 369
Tualatin, OR 97062-0369

Dear M. McKillip:

On June 28, 1984 we received a satisfactory bid from W.R. Grasle Co., 437 NW 16th Ave., Portland OR 97209 for the Lower Boones Ferry Rd. Interchange.

The Preliminary Engineering Construction Finance Agreement No. 7931 requires the City of Tualatin to deposit its share of the project costs at this time. The city share is computed as follows:

Contractor's Bid		$282,795.00
Anticipated Additional Items:		
Permanent Pav't Striping	$ 2,000.00	
Temporary Erosion Control	500.00	
State Furnished Programs	3,500.00	
"OPTICOM" Testing & Turn-On	9,650.00	
Power Service Connection (By Others)	500.00	16,150.00
		$298,945.00
Less Fire Preemption System		15,985.00
	Subtotal	$282,960.00
Contingencies (4 1/2%)		12,733.20
Engineering (9%)		25,466.40
Total Construction Cost		$321,159.60
City Share (2%)		$ 6,423.19

Rounded $6,420.00

Please submit your $6,420, which should arrive not later than July 20, 1984 using one of the three options for payment described in the attachment.

Very truly yours,

Received 7-13-84
LGIP RRD

Gary A. Potter, Manager
Program Section

RLD:bkb
Attachment
bcc: w/AD #84-78
Wayne Schulte, Metro Region
V.E. Skoog - Please return completed AD #84-78 when deposited.

July 2, 1984 PRC

Rick Daniels
Land Use and Transportation
Washington County
150 N. First
Room 418
Hillsboro, OR 97123

Dear Mr. Daniels:

On June 28, 1984 we received a satisfactory bid from W.R. Grasle Co., 437 NW 16th Ave., Portland, OR 97209 for the Lower Boones Ferry Rd. Intchge. Section of the Pacific Highway.

The Preliminary Engineering Construction Finance Agreement No. 7931 requires Washington County to deposit its share of the project costs at this time. The county share is computed as follows:

Contractor's Bid		$ 282,795.00
Anticipated Additional Items:		
Permanent Pav't Striping	$ 2,000.00	
Temporary Erosion Control	500.00	
State Furnished Programs	3,500.00	
"OPTICOM" Testing and Turn-On	9,650.00	
Power Service Connection (By Others)	500.00	16,150.00
		$ 298,945.00
Less Fire Preemption System		15,985.00
	Subtotal	$ 282,960.00
Contingencies (4 1/2%)		12,733.20
Engineering (9%)		25,466.40
Total Construction Cost		$ 321,159.60
County Share (2%)		$ 6,423.19

ROUNDED $ 6,420.00

Please submit your $6,420.00 , which should arrive not later than July 20, 1984 using one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

Received 7-12-84 RLD
LGIP

RLD:bkb
Attachments
bcc: w/AD #84-79: Wayne Schulte, Metro Region
V.E. Skoog--Please return completed AD #84-79 when deposited.

LOWER BOONES FERRY RD INCHGE - 6-29-84

Talked to Bruce Taylor on the phone about how costs are to be distributed on the job. The bid item for Fire preemption system is to be paid 92% Federal, 8% Tualatin ~~Rural~~ Fire Protection District. All other costs of the job are to be 92% Federal, 4% State, 2% Washington County & 2% City of Tualatin.

Nt; [illegible] rect [illegible]

Lower Boones Ferry Road Intchge

2 - N.Bd & S.Bd. on & off ramps, State will pay
100% of match (7.8%)

Signal Inst. $223,800 × .51 = 114,138.00
Programs 3500 × .51 = 1785.00
"OPTICOM" testing & T.O. 9650 × .51 = 4921.50

120,844.50

contingencies (4½%) 5,438.00
Engineering (9%) 10,876.00

137,158.50

State share $10,698.36

2 - L.B. Ferry Rd. at 72nd Ave/Bridgeport Rd & at Meridian Rd, State will pay
50% of match, County will pay 50% of Match

Signal Inst. $223,800 × .49 = 109,662.00
Programs 3500 × .49 = 1,715.00
"OPTICOM" test & turn on 9650 × .49 = 4,728.50

116,105.50

contingencies (4½%) 5,224.75
Engineering (9%) 10,449.50

131,779.75

County Share $5139.41
State Share $5139.41

Fire Pre-emption

Share by Tualatin Rural Fire Protection Distr. $13,670 × .039 = $533.13
State Share $533.13

DATE: June 22, 1984

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration TRA 7-6

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Traffic Signal Installation
Lower Boones Ferry Road Interchanges
Pacific Highway
Washington County

This letter is written in response to your June 14, 1984 letter concerning the number of signal heads on various approaches to signalized intersections on the subject project.

As you know, a minimum of two signal heads is required by the Manual on Uniform Traffic Control Devices for through traffic lanes. Additional heads may be needed for exclusive lanes and where lateral or vertical road alignment obstructs the view of heads. In our judgment, the advanced signal head placement and additional heads are required to provide a safe perception-reaction time at the intersections involved. Advance warning signs do not provide the same target value as signal indications.

Horizontal alignment at all three locations is such that the minimum number of signal heads are not adequate to cover the driver's changing line of sight. This topic has been the subject of numerous court cases in the past. The State has lost many thousands of dollars in these litigations and we feel that the cost of additional signal heads is worth the insurance afforded by their presence. We also believe that they provide an added increment of safety for the driver.

We would be happy to meet with you and review the plans for this project, and urge you to reconsider funding of the signal heads as shown on the plans.

bc E.S. Hunter
Gary Potter
J. H. Versteeg (enc.)
L. E. George
Ed Hardt

WZ:ps ja

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

June 14, 1984
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Coulter:

Oregon IR-5-5(80)291
Lower Boone's Ferry Road Interchange
Pacific Highway
Washington County
Signals

This will confirm prior verbal advice regarding Federal participation in portions of this project. Based on a field review we feel that the number of signal heads are excessive in the following locations:

1. Under Oregon traffic rules and normal operations we believe the right turn signal near pole No. 2 is unnecessary.
2. We do not believe the signal on pole 6B (including related circuitry and support structure) is necessary and we question the need for three signal heads on the far side of the northbound ramp approach.
3. We do not believe the signal mounted on pole 12 is necessary and question the need for three signals facing the southbound ramp approach.

The proposed signalization is a radical change from the current stop sign control and presents unconventional signal arrangements. We feel that the existing "stop ahead" signs

6-20-84

~~Bud George~~ not sent (Draft Explained)
~~Pls discuss I need to understand what they are talking about.~~
ESH

RECEIVED
STAT. HWY ENGR
JUN 15 '84
REFER TO
Hunter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

can be replaced with "signal ahead" signs as advance warning for a conventional signal layout. Please consider the identified five signal heads and related circuitry as non participating.

Sincerely yours,

G.K. Hossner

for Dale E. Wilken
Division Administrator

cc:
OSHD (W R Zirbes)
OSHD (E Hardt)
OSHD (G Potter)

9856 .6-15-84

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2A 2A-2	Temporary Protection And Direction Of Traffic
2B	Signing
2C	Summary
3-4	Plan & Profile

INDEX OF SHEETS

DONALD R. ADAMS
JULY 9, 1962

Org. No's.

5-1, 5-6, 5-12, 2126C, 2200, 2201, 31104, 23836 } Temporary And Permanent Signing

8604, 8605, 8606, 8607, 8608, 8609, 8610, 8611, 8612, 1470, 1471, 1472, 1473, 1488, 2990, 2991, 2992, 35009, 35010 } Traffic Signals

STATE OF OR

DEPARTMENT OF TRA

STATE HIGHWAY

PLANS FOR PROPOSED

GRADING, PAVING, SIGNIN

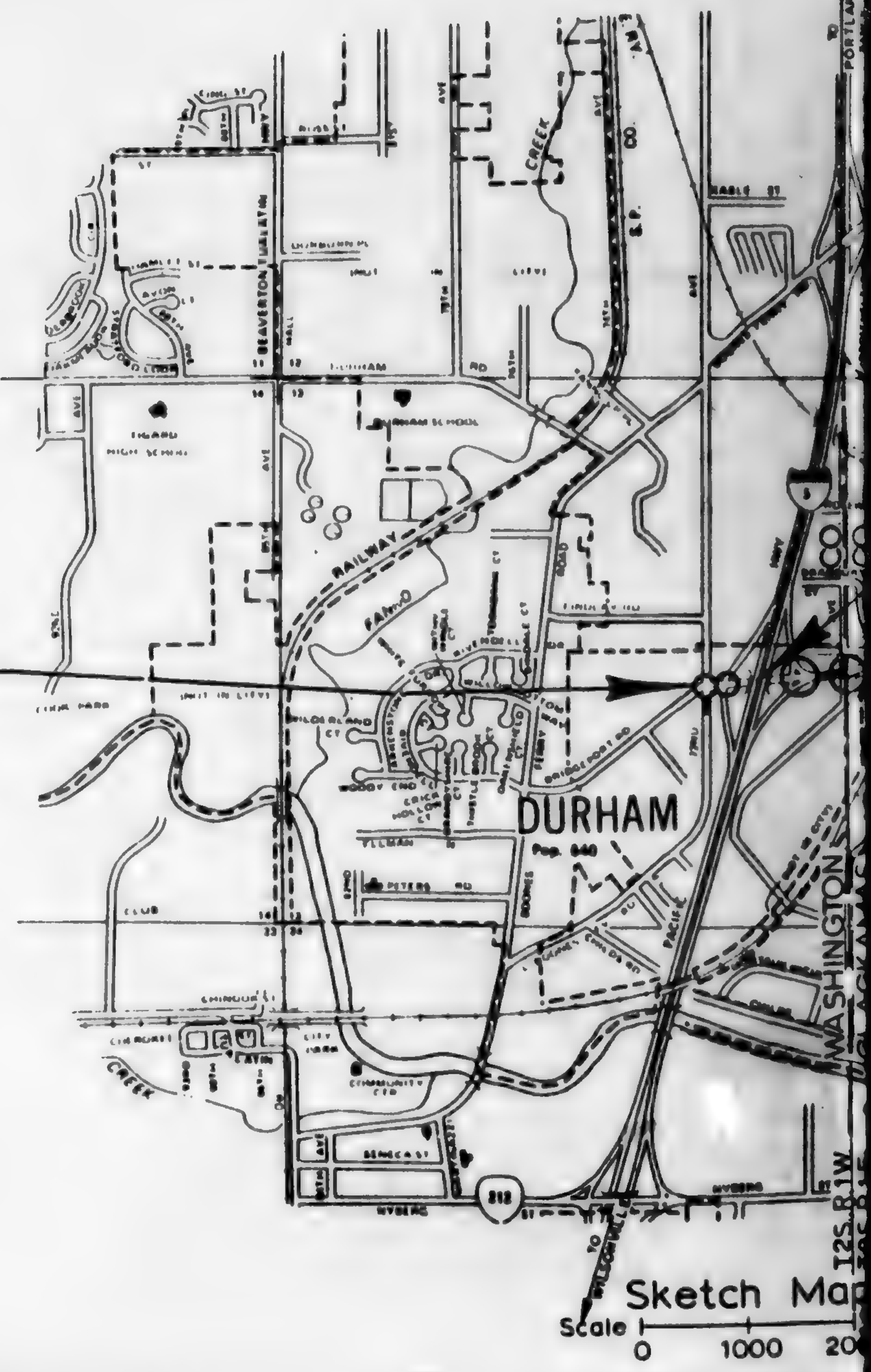
LOWER BOONES FERRY R

PACIFIC HIGH

WASHINGTON COU

JUNE, 1984

END OF CONTRACT PROJECT
Sta. "LB" 25+00


TIGARD HIGH SCHOOL
DURHAM SCHOOL
DURHAM RD
BEAVERTON TUALATIN
RAILWAY
CREEK
DURHAM
Pop. 840
WASHINGTON
T2S R1W
Scale
0
1000
20

Sketch Map

17V-146

LOWER BOONES FERRY RD. INTCHGE. SEC. PACIFIC HIGHWAY WASHINGTON COUNTY				SHEET No. 1
FED ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IR-5-5(80)291		See Index

TE OF OREGON

T OF TRANSPORTATION

HIGHWAY DIVISION

S FOR PROPOSED PROJECT

PAVING, SIGNING & SIGNALS

APPROVED AS NOTED

Earl Paul

For Washington County

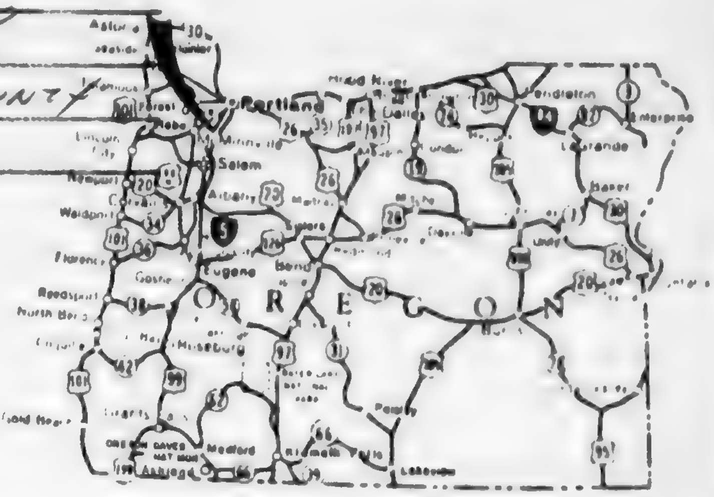
Date 6/15/84

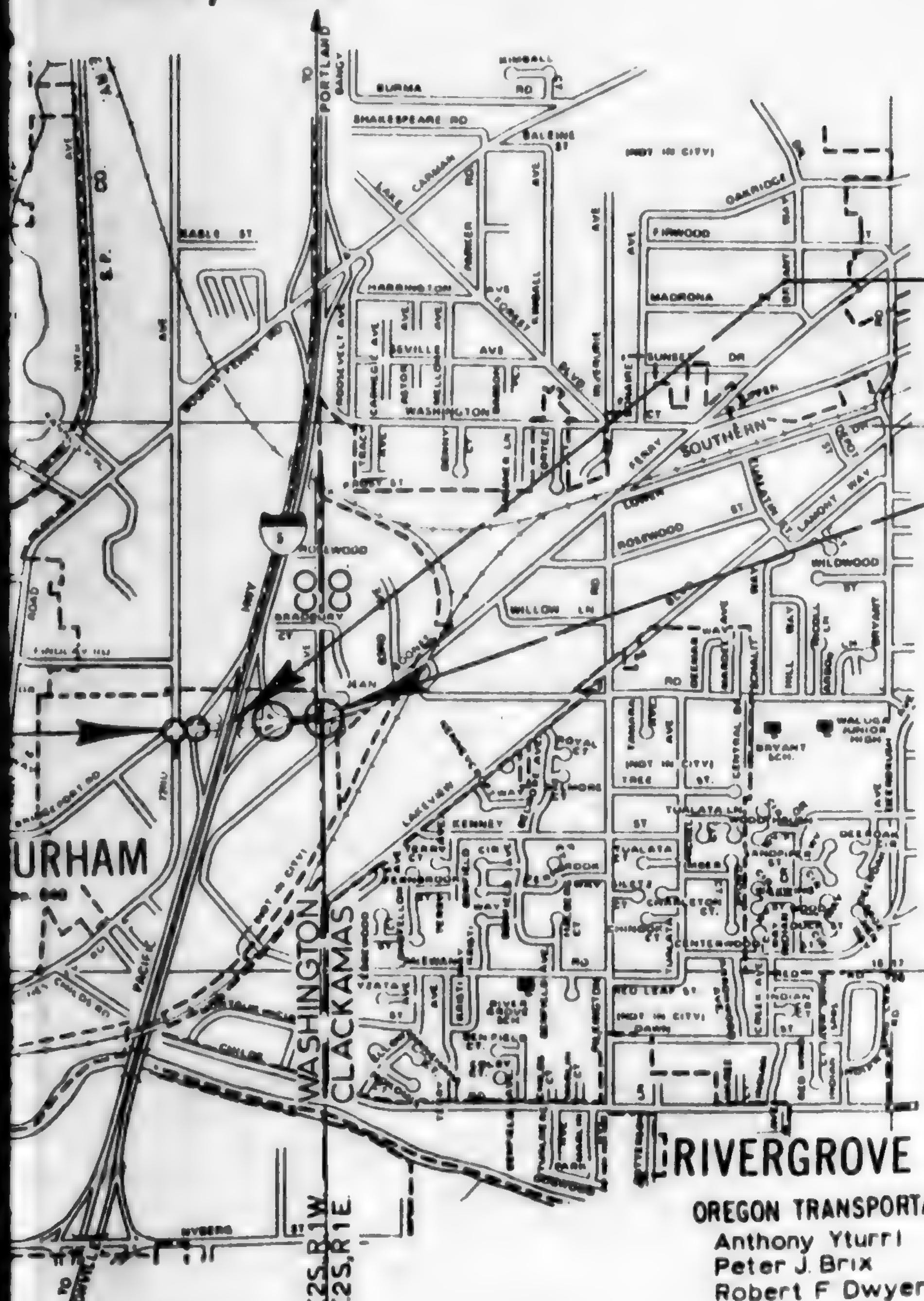
FERRY RD. INTCHGE. SEC.

ACIFIC HIGHWAY

WASHINGTON COUNTY

JUNE, 1984





Sketch Map

Scale 0 1000 2000 Feet

PROJECT IR-5-5(80)291
Sta. 188+30

BEGINNING OF CONTRACT PROJECT
Sta. "LB" 11+70

N

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F Dwyer	COMMISSIONER
N. B Giustina	COMMISSIONER
Samuel T Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

H. S. Coulter	STATE HIGHWAY ENGINEER
E. S. Hunter	ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

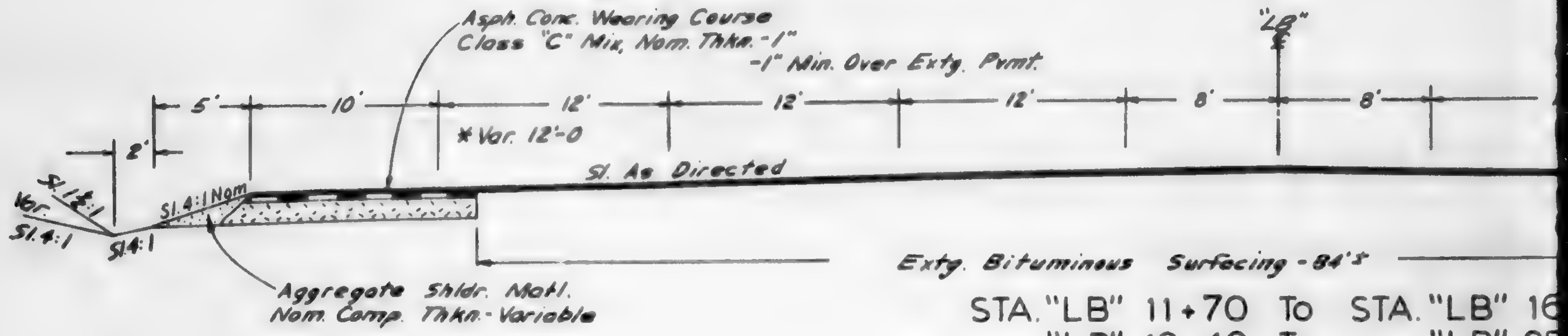
APPROVED

FIELD OPERATIONS ENGINEER DATE

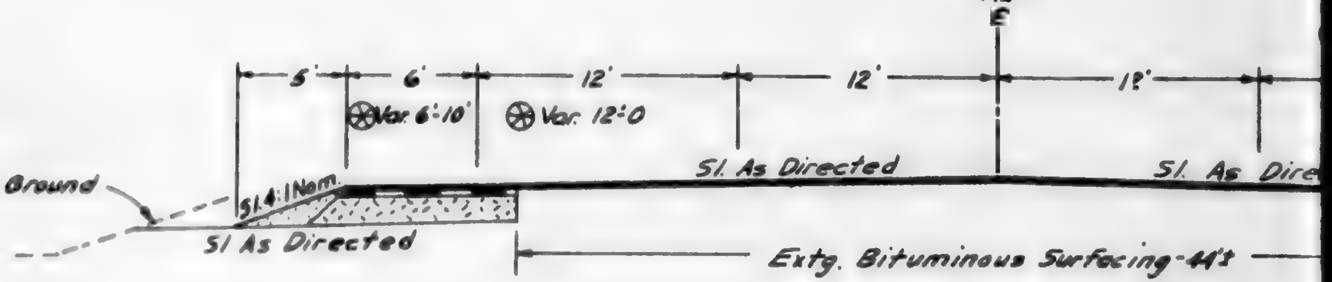
No R/W Map

TYPICAL SECT

* Sta. "LB" 14+80 To Sta. "LB" 16+00


Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn. -1"
-1" Min. Over Extg. Pvmt.
"LB"
℄
5'
10'
12'
12'
12'
8'
8'
2'
* Var. 12'-0
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1 Nom.
Sl. 4:1
Sl. As Directed
Extg. Bituminous Surfacing - 84'±
Aggregate Shldr. Matl.
Nom. Comp. Thkn. - Variable

STA. "LB" 11+70 To STA. "LB" 16
"LB" 16+40 To "LB" 25


"RLS"
℄
5'
6'
12'
12'
12'
⊛ Var. 6'-10'
⊛ Var. 12'-0
Extg. Ground
Sl. 4:1 Nom.
Sl. As Directed
Sl. As Directed
Sl. As Dire
Extg. Bituminous Surfacing - 44'±

(For Surfacing Details Not Shown, See Sectio

STA. "RLS" 209+36 To STA. "RLS" 210
⊛ "RLS" 210+60 To "RLS" 211

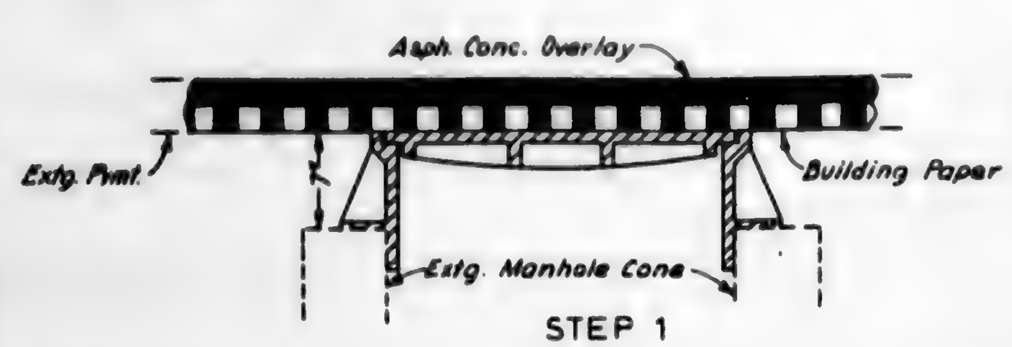
CONSTRUCTION SEQUENCE

STEP 1. *Cover Manhole With Building Paper And Const. Overlay Across Extg. Manholes.*

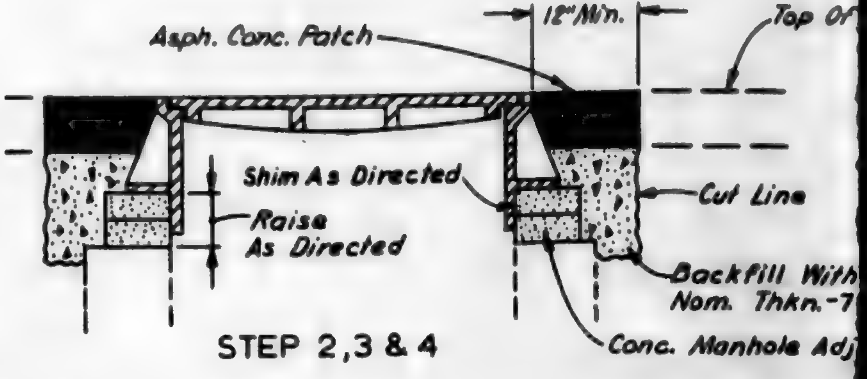
STEP 2. *Cut Rectangular Excavation Around Manhole 12" Min. From M.H. Frame.*

STEP 3. *Raise M.H. Frame And Install Conc. Rings And Shim To Finish Pvmt. Profile And Cross Slope.*

STEP 4. *Backfill With Early Strength P.C. Conc. And Asph. Conc. To Depths As Directed.*


Asph. Conc. Overlay
Extg. Pvmt.
Building Paper
Extg. Manhole Cone

STEP 1


12" Min.
Top Of
Asph. Conc. Patch
Shim As Directed
Raise As Directed
Cut Line
Backfill With
Nom. Thkn.-7
Conc. Manhole Adj

STEP 2,3 & 4

MANHOLE ADJUSTMENT DETAIL

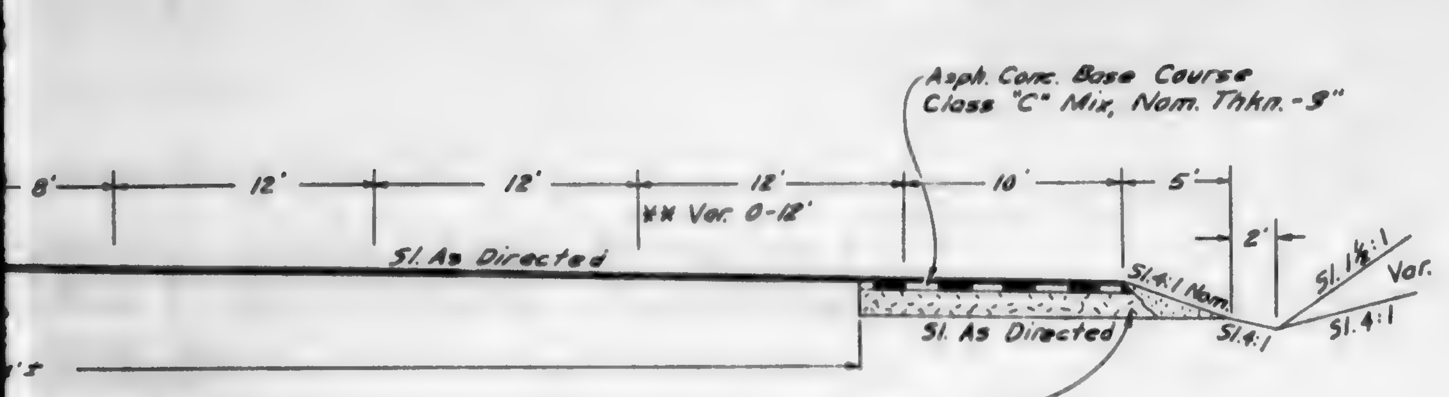
Mann, Reed, Butts

FORM NO 734-1703

SECTIONS

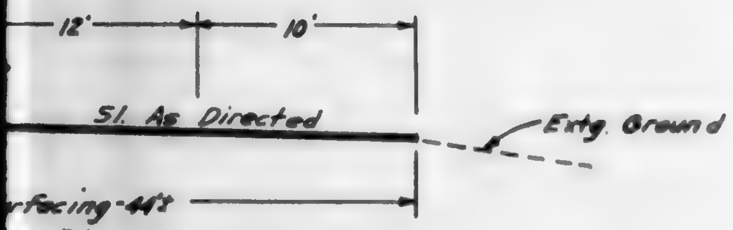
LOWER BOONES FERRY RD. INTCHGE. SEC. PACIFIC HIGHWAY WASHINGTON COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IR-5-5(80)291		See Index

** Sta. "LB" 11+90 To Sta. "LB" 13+50±



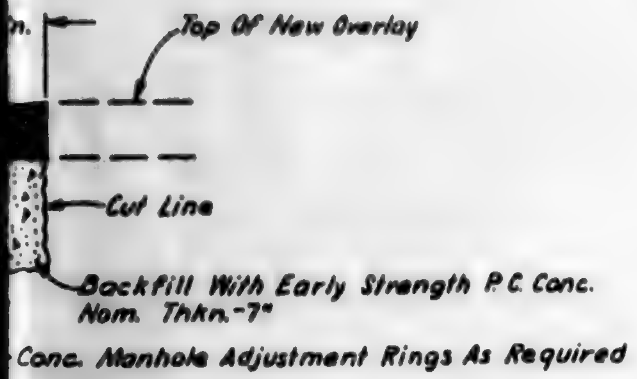
Asph. Conc. Base Course
Class "C" Mix, Nom. Thkn. - 3"
8'
12'
12'
12'
10'
5'
** Var. 0-12'
2'
Sl. As Directed
Sl. 4:1 Nom.
Sl. 1½:1
Var.
Sl. As Directed
Sl. 4:1
Sl. 4:1
's
Treated Base
Nom. Comp. Thkn. - 12"

STA. "LB" 16+40
"LB" 25+00 (Signals Only)

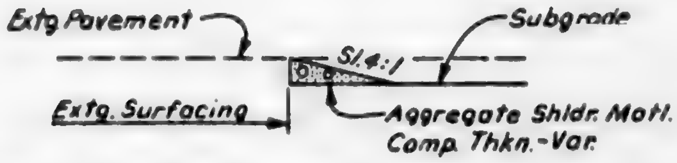


12'
10'
Sl. As Directed
Extg. Ground
rfacing - 44'±

hown, See Section Above)
TA. "RL^{S}" 210+60
"RL^{S}" 211+90



n.
Top Of New Overlay
Cut Line
Backfill With Early Strength P.C. Conc.
Nom. Thkn. - 7"
Conc. Manhole Adjustment Rings As Required



Extg. Pavement
Subgrade
Sl. 4:1
Extg. Surfacing
Aggregate Shldr. Matl.
Comp. Thkn. - Var.

ABRUPT PAVEMENT EDGE DETAIL
(Locate Adjacent To Traffic, See Specifications)

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-5(80)291

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20063

2A. COUNTY NAME Washington

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/6/84

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Lower Boones Ferry Road Interchange Section

11. GENERAL DESCRIPTION OF WORK
Grade, pave, signing and signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 6/5/84.

13. REMARKS

This will confirm the advance approval date of 6/6/84 of PS&E approval subject to my letter of 6/14/84 regarding non participation of federal-aid for 5 signal heads and related circuitry.

After concurrence in award you are authorized to proceed with those items shown in you Estimate as anticipated items as being cost effective.

Mr. Potter's 6/4/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $382,381; Federal Funds $352,627.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

RECEIVED
STATE HWY ENGR
JUN 15 '84

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/6/84	**8. FEDERAL ROUTE NUMBER** Interstate 5	**9. STATE ROUTE NUMBER** Primary 1

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Lower Boones Ferry Road Interchange Section

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☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ XX CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ XX OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 6/5/84.

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RECEIVED
STATE HWY ENGR
JUN 15 '84
REFER TO
Potter
FOR
Info | Inves | R/D | O/R | Sign | Act | File

Orig. to
6/19

14. DATE 6/14/84	**15. SIGNATURE OF APPROVING OFFICIAL** A. K. Dossner	**16. TITLE** for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9856 2

-1-84
Location Prefix (cancelled)
634-1952
Construction Prefix
634-1008
Contr. No. 9856

5-22-84

Talked to Wayne Schulte. He said the agreements with Washington Co. and the City of Tualatin were nearly ready to be sent back so we should be receiving them very soon. He requested some plans as the City & County had neither one signed plans as approved. Got two sets of plans and put them in the mail. Wayne said he heard that the job had been moved up on the schedule

[illegible] to [illegible]
[illegible] to each pay 1/2 of the [illegible] RDD

3-27-84

Talked to Bill Zirbes. Traffic has not received Signed, Approved plans back as sent to Region for regular distribution. Any revision requests received now will have to be done with price agreements. He said project is clear for letting as far as they are concerned

DD

CITY OF TUALATIN
18880 SW MARTINAZZI AVE. PO BOX 369
TUALATIN, OREGON 97062-0369
(503) 692-2000

To Schulte Date 6/1/84
Cabrera
[✓ Proj. Mgmt.] Traffic Region I Accounting

Comment:
"Approved as Noted" plans from City of Tualatin returned to you for further handling.

6/6/84 Spec's & traffic reviewed this & see no problems with the plans & spec's
Don Trout

May 31, 1984

Wayne Schulte
Federal Aid Specialist
Department of Transportation
Highway Division
Metro Region
9002 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

RE: Preliminary Plans For Lower Boones Ferry Road Intersection Signalization Project

Dear Mr. Schulte:

The City of Tualatin hereby approves the attached plans for the subject project.

This approval is subject to the following conditions:

1. All power supplies to the signals and interconnections between the signals shall be installed underground from the point of connection to the existing power system.

2. At the intersection of 72nd, Lower Boones Ferry and Bridgeport the City of Tualatin has a 36-inch and a 16-inch water line in this area. The Tigard Water District also has a 12-inch water line in this area. I have indicated the general location of these lines on the plans. For detailed in-field location of these lines, please contact Dan Boss, Operations Manager and Bob Santee, Administrator of the Tigard Water District.

These water lines will not be relocated. It is very critical that the pole locations be coordinated with the location of the water lines.

If you have any further questions about this matter, please contact this office.

Sincerely,

Michael A. McKillip

Michael A. McKillip
City Engineer

MAM/lls
cc: Dan Boss
Bob Santee

PROGRAM SECTION ①
MANAGER ______ PROJECT UNIT ______
JUN 4 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2A	Temporary Protection And
2A-2	Direction Of Traffic
2B	Signing
2C	Summary
34	Plan & Profile

JULY 9, 1962
DONALD R. ADAMS

Org. No's.
S-1, S-6, S-12, 2126C, 2200, 2201, 31104, 23836 } Temporary And Permanent Signing
8604, 8605, 8606, 8607, 8608, 8609, 8610, 8611, 8612, 1470, 1471, 1472, 1473, 1488, 2990, 2991, 2992, 35009, 35010 } Traffic Signals

STATE OF OR
DEPARTMENT OF TRA
STATE HIGHWAY

INFORMATIONAL
COPY
Not to be Used in Bidding

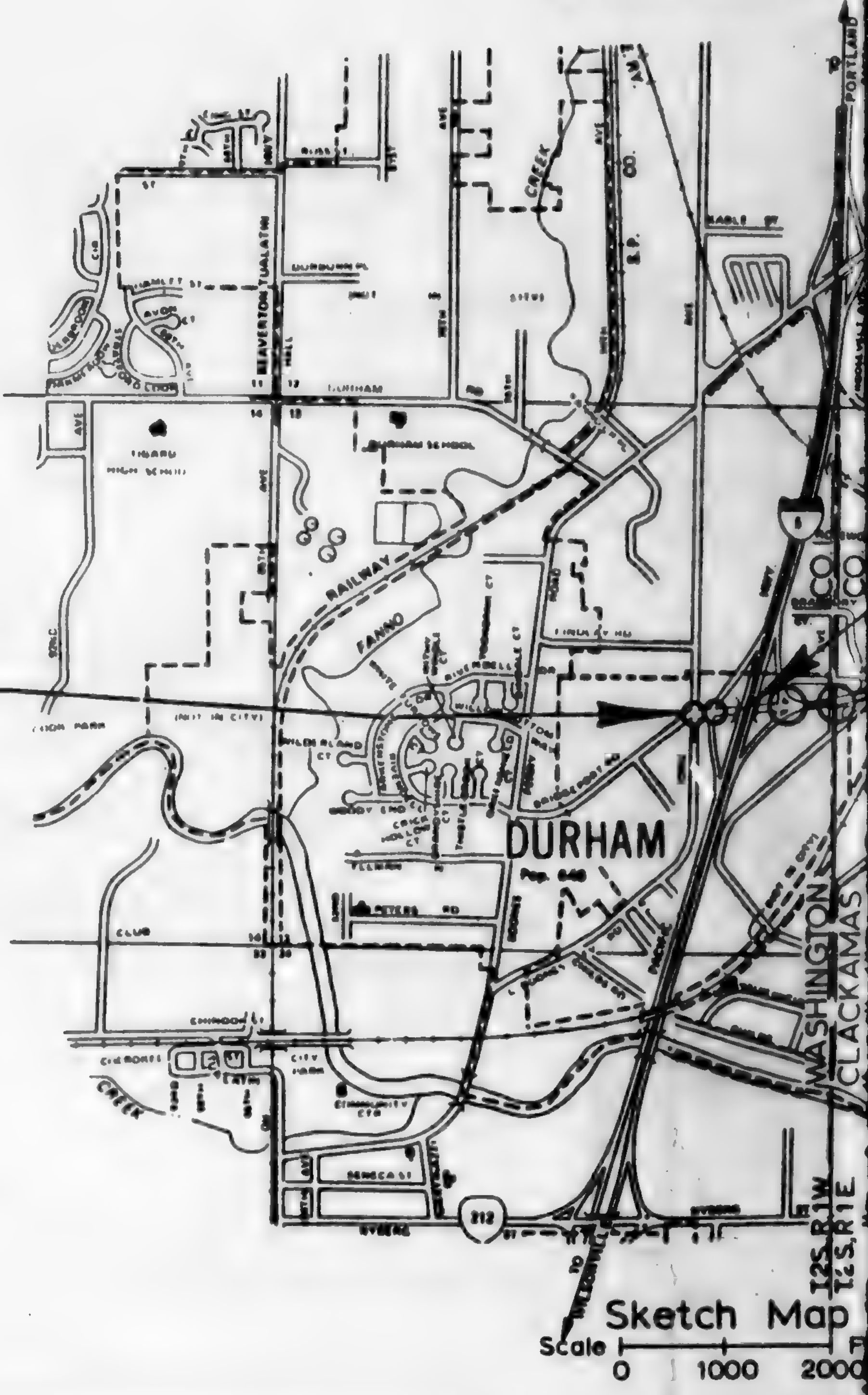
PLANS FOR PROPOSED
GRADING, PAVING, SIGNIN

LOWER BOONES FERRY

PACIFIC HIGH

WASHINGTON CO
FEBRUARY, 19

END OF CONTRACT PROJECT
Sta. "LB" 25+00


PORTLAND
CREEK
DURHAM
RAILWAY
FANNO
DURHAM SCHOOL
TIGARD HIGH SCHOOL
WASHINGTON
CLACKAMAS
212
T2S R1W
T2S R1E
Scale
0
1000
2000

Sketch Map

17V-146

LOWER BOONES FERRY RD. INTCHGE. SEC. PACIFIC HIGHWAY WASHINGTON COUNTY				SHEET No. 1
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IR-5-5(80)291		See Index

TE OF OREGON

T OF TRANSPORTATION

HIGHWAY DIVISION

S FOR PROPOSED PROJECT

PAVING, SIGNING & SIGNALS

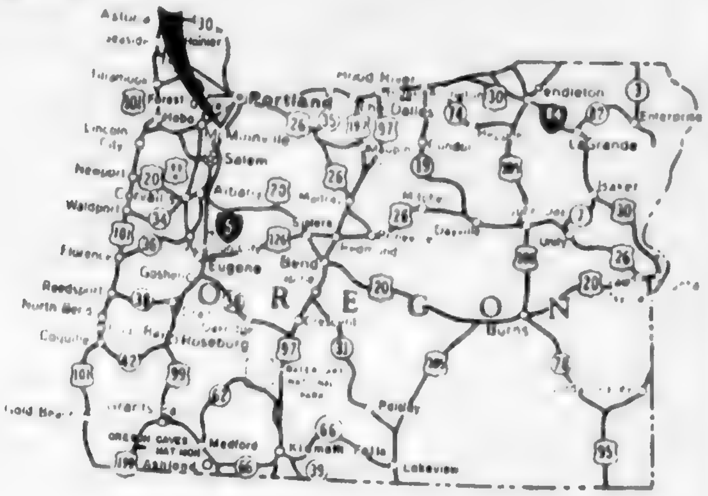
FERRY RD. INTCHGE. SEC.

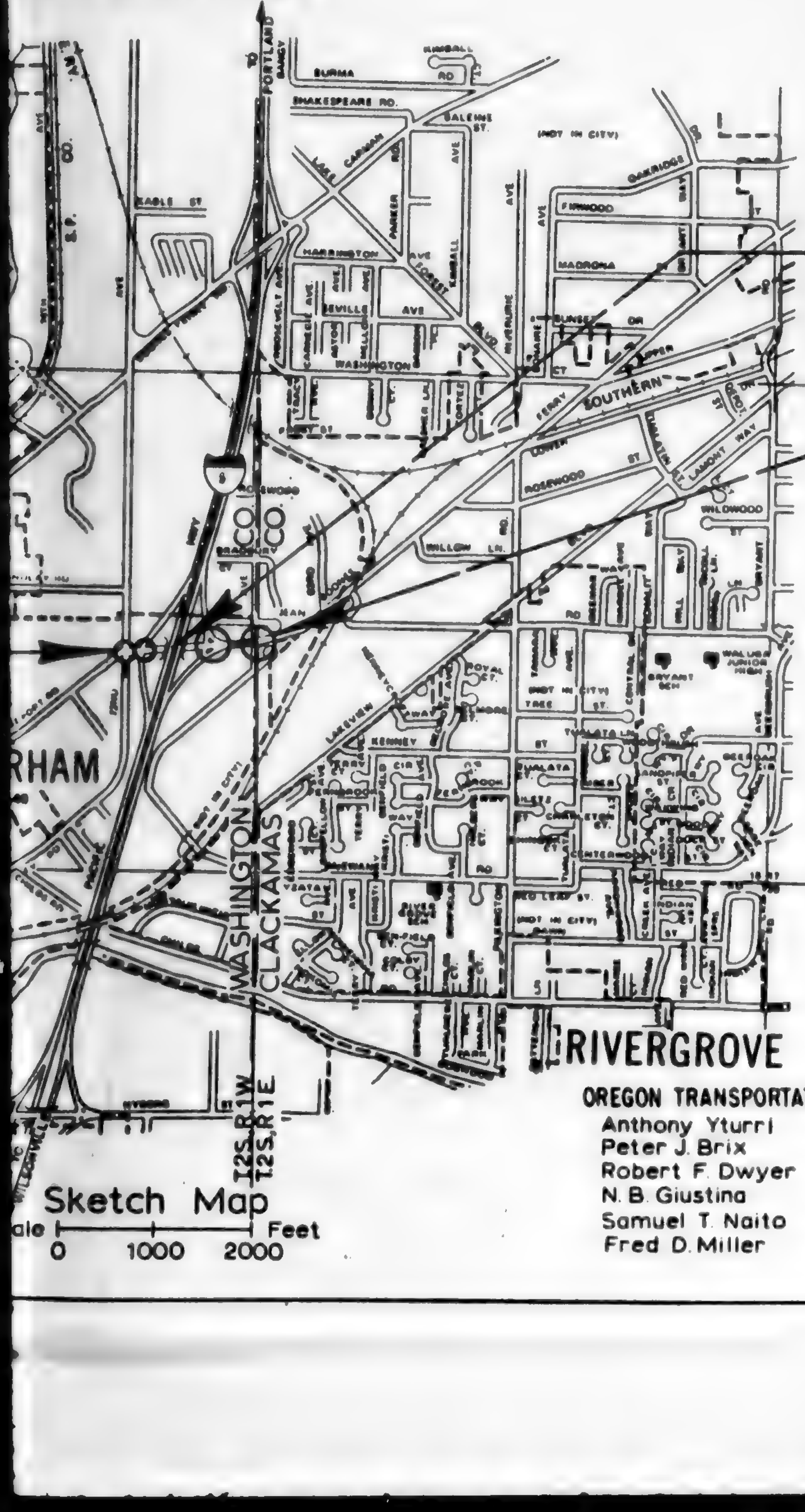
ACIFIC HIGHWAY

ASHINGTON COUNTY

FEBRUARY, 1984

INFORMATIONAL
COPY
Not to be Used in Bidding





PROJECT IR-5-5(80)291
Sta. 188+30

BEGINNING OF CONTRACT PROJECT
Sta. "LB" 11+70

APPROVED AS NOTED
Michael A McKillip
see 5/31/84 letter
City of Tualatin
Da 5/31/84

H S. Coulter STATE HIGHWAY ENGINEER

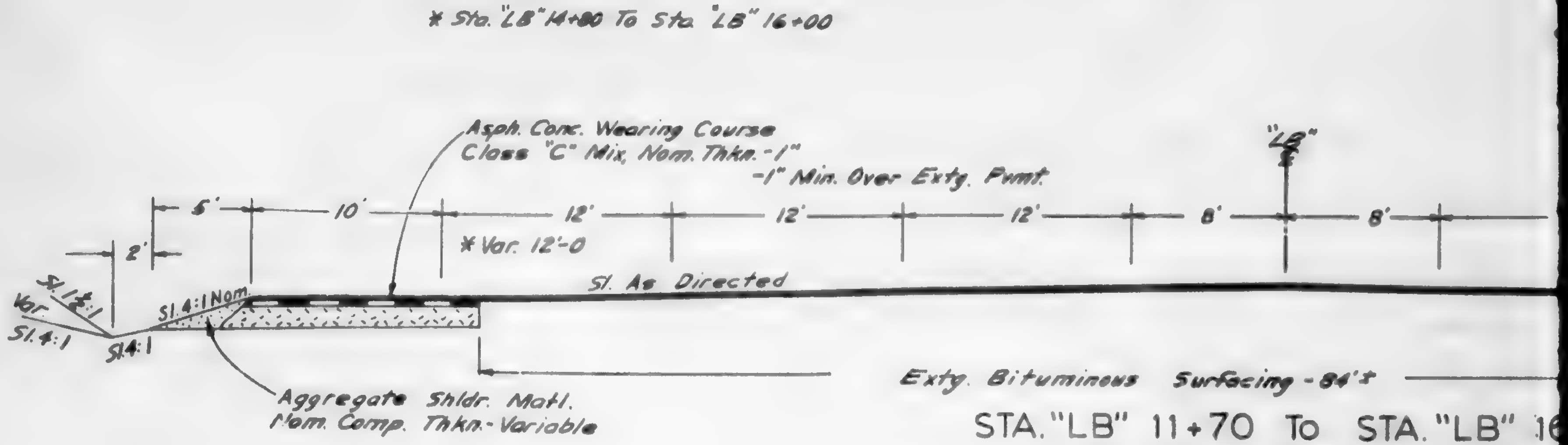
E S Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

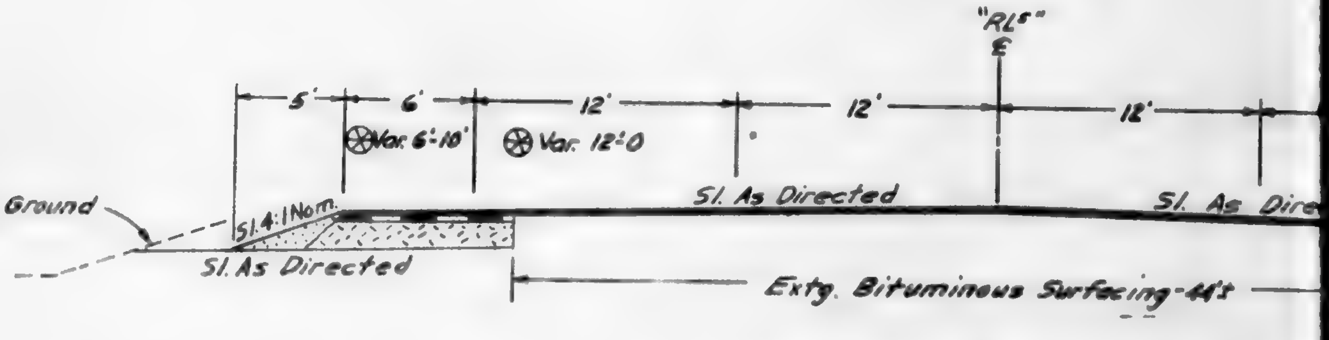
Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
FIELD OPERATIONS ENGINEER DATE

TYPICAL SECT


* Sta. "LB" 14+80 To Sta. "LB" 16+00
Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn.-1"
-1" Min. Over Extg. Pvmt.
"LB"
℄
5'
10'
12'
12'
12'
8'
8'
2'
* Var. 12'-0
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1
Sl. 4:1 Nom.
Sl. As Directed
Extg. Bituminous Surfacing - 84'±
Aggregate Shldr. Matl.
Nom. Comp. Thkn.-Variable

STA. "LB" 11+70 To STA. "LB" 16
"LB" 16+40 To "LB" 25


"RLs"
℄
5'
6'
12'
12'
12'
⊗ Var. 6'-10'
⊗ Var. 12'-0
Extg. Ground
Sl. 4:1 Nom.
Sl. As Directed
Sl. As Directed
Sl. As Dire
Extg. Bituminous Surfacing - 44'±

(For Surfacing Details Not Shown, See Sectio

STA. "RL^S" 209+36 To STA. "RL^S" 210

⊗ "RL^S" 210+60 To "RL^S" 211

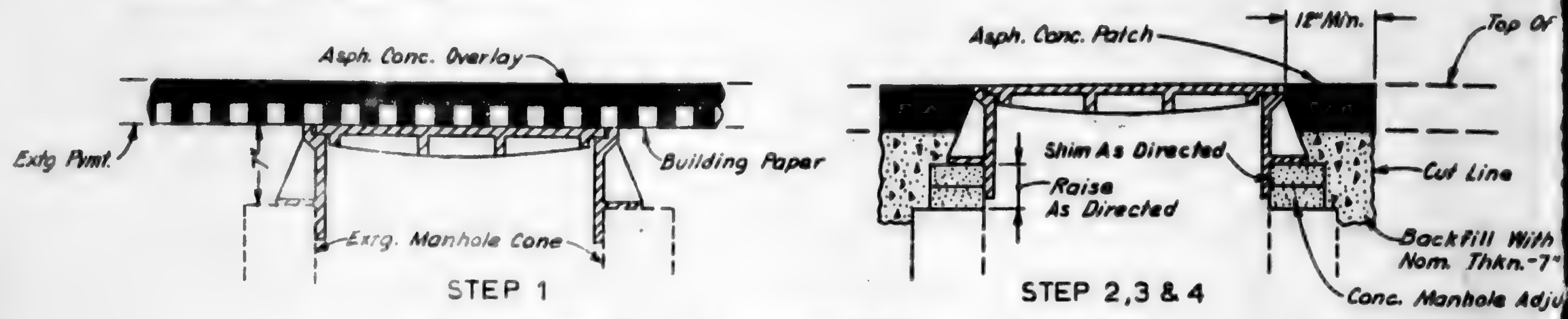
CONSTRUCTION SEQUENCE

STEP 1. Cover Manhole With Building Paper And Const Overlay Across Extg. Manholes.

STEP 2. Cut Rectangular Excavation Around Manhole 12" Min. From M.H. Frame.

STEP 3. Raise M.H. Frame And Install Conc. Rings And Shim To Finish Pvmt. Profile And Cross Slope.

STEP 4. Backfill With Early Strength P.C. Conc. And Asph. Conc. To Depths As Directed.


Asph. Conc. Overlay
Extg. Pvmt.
Building Paper
Extg. Manhole Cone
Asph. Conc. Patch
12" Min.
Top Of
Shim As Directed
Raise
As Directed
Cut Line
Backfill With
Nom. Thkn.-7"
Conc. Manhole Adju

STEP 1

STEP 2,3 & 4

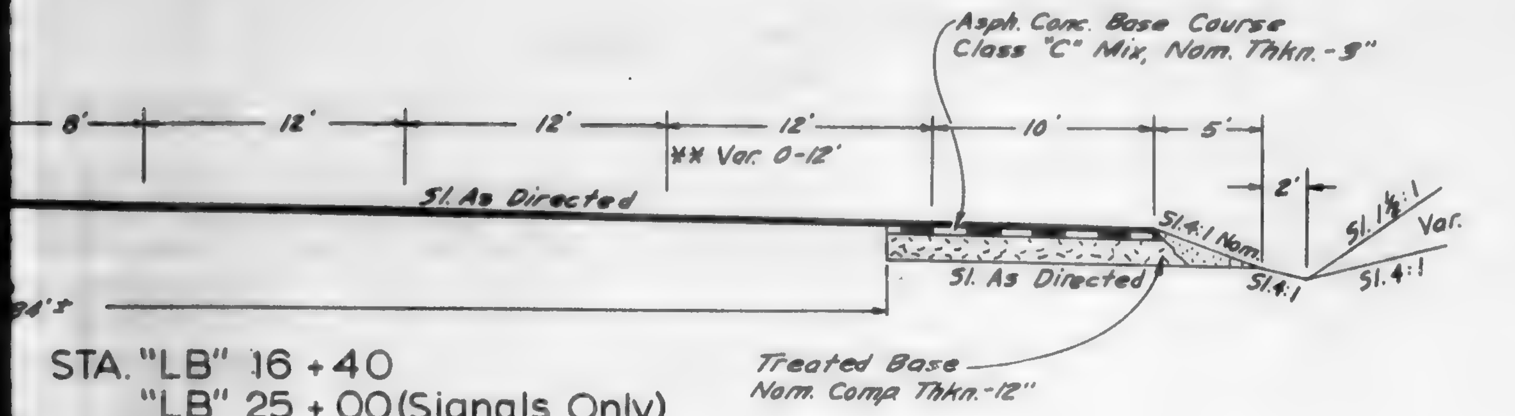
MANHOLE ADJUSTMENT DETAIL

SECTIONS

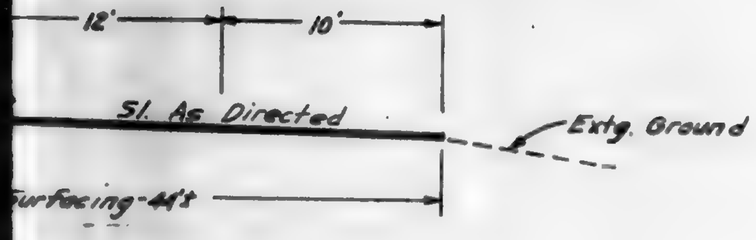
17V-146

LOWER BOONES FERRY RD. INTCHGE. SEC. PACIFIC HIGHWAY WASHINGTON COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IR-5-5(80)291		See Index

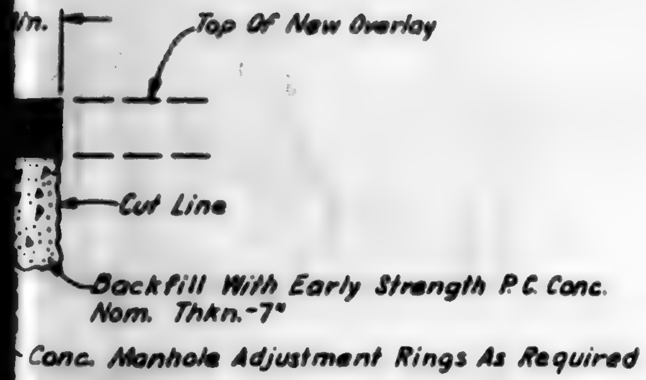
** Sta. "LB" 11+90 To Sta. "LB" 13+50±

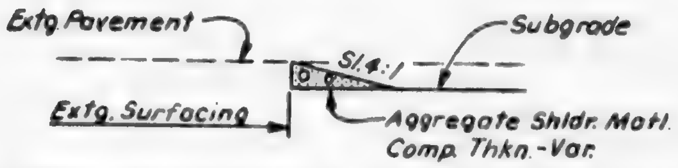

Asph. Conc. Base Course
Class "C" Mix, Nom. Thkn.-3"
8'
12'
12'
12'
** Var. 0-12'
10'
5'
2'
Sl. As Directed
Sl. 4:1 Nom.
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1
Sl. As Directed
34'±
Treated Base
Nom. Comp. Thkn.-12"

STA. "LB" 16 + 40
"LB" 25 + 00 (Signals Only)


12'
10'
Sl. As Directed
Extg. Ground
Surfacing-44'±

Shown, See Section Above)
STA. "RL^{S}" 210 + 60
"RL^{S}" 211 + 90


Min.
Top Of New Overlay
Cut Line
Backfill With Early Strength P.C. Conc.
Nom. Thkn.-7"
Conc. Manhole Adjustment Rings As Required


Extg. Pavement
Subgrade
Sl. 4:1
Extg. Surfacing
Aggregate Shldr. Matl.
Comp. Thkn.-Var.

ABRUPT PAVEMENT EDGE DETAIL
(Locate Adjacent To Traffic, See Specifications)

May 25, 1984

City of Tualatin
City Hall
Tualatin, OR 97062

AGR 4

Attention: Stephen Rhodes
City Recorder

Washington County Board of Commissioners
150 First N., Room 418
Hillsboro, OR 97123

Attention: Marilyn Crutsinger
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 7931

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for installation of an inter-connected traffic control signal system as a part of the Lower Boones Ferry Interchange Section of the Pacific Highway.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

OREGON STATE HIGHWAY DEPARTMENT

TO: Buz Swan ~ Mainor Holmes

SUBJECT: Revised Agreement Lower Boones @ I-5

FROM: Jon Rose

DATE: 12-14-83

The attached letter sets out conditions which appear to be acceptable to Washington County. Please prepare a revised agreement.

Project will be Interstate and Dwayne Hofstetter has advised that costs for the work within the interchange is about equal to that for work related to the two outer intersections. We would propose that the County provide 50% of the local match for construction, pay all maintenance costs and power consumption costs for the two signals at the outer intersections. State will maintain all signals and will pay for maintenance and power for the ramp signals.

Signals will probably be contracted as one lump-sum item and therefore any segregation of quantities would be difficult, so the 50/50 sharing of costs seems to be the practical way to go. the County seems agreeable.

Jon Rose
(SIGNATURE)

PLEASE REPLY HERE

PROGRAM SECTION
MANAGER ________ PROJECT UNIT S
[illegible]
MAN. ASSIST. ________ [illegible] UNIT ________
REFER TO Mainor
FOR ________

CC: ________ (SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

STATE OF OREGON

INTEROFFICE MEMO

TRA 7-6

TO: E. L. Hardt
Metro Region Engineer

DATE: November 29, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Installation Agreement
Lower Boones Ferry Road Interchange
I-5

As a result of your recent note regarding the subject agreement, we have reviewed our memo to Gary Potter. We are willing to pay the power for the ramp terminal signals assuming that the County will provide their share of the matching funds required. This is an Interstate 4R funded project and the local jurisdiction(s) should pay the matching funds for all of the work which is not directly related to improving the interchange. This would include all of the signal installation costs for the signals outside the interchange and some of the road work. If you agree and need a cost estimate breakdown, we will provide the traffic signal cost estimate for you.

L. E. George
Traffic Engineer

DKH/dc

cc: Gary Potter
J. H. Versteeg

Contains Recycled Materials

7-6 Wash.

STATE OF OREGON

INTEROFFICE MEMO

TRA 7-6

TO: Gary Potter
Manager, Program Section

DATE: November 2, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Traffic Signals
Lower Boones Ferry Road Interchange
Pacific Highway
Washington County

As requested, we have completed our review of the subject project. Since the county is not willing to pay for power for all of the signals, it is our recommendation that we proceed to install the two ramp terminal signals and delete the other signals from the project. With this arrangement, we would have to assume power costs for the northbound and southbound I-5 off ramp signals.

L E George

L. E. George
Traffic Engineer

DKH/dc

cc: E. L. Hardt
Steve Macnab
Jon Rose

PROGRAM SECTION
MANAGER GP PROJECT UNIT S ✓
NOV 3 1983
MAN. ASSIST. ________ PROGRAM UNIT K ✓
REFER TO Mainor; PCS; Fed Aid
FOR TAA MCH

no agreement required.

Contains Recycled Materials

September 29, 1983

Tualatin Rural Fire Protection District
PO Box 127
Tualatin, OR 97062

AGR

MISC. CONTRACTS and
AGREEMENTS No. 195

Gentlemen or Ladies:

Attached for your records is a fully executed copy of a letter-form agreement covering funding, installation and maintenance of emergency vehicle pre-emption devices on traffic signals at the Lower Boones Ferry Road Interchange.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Attachment

bc: Don Harwell (agree. att.)

FKN:kjm

⑥

Section Lower Boone Ferry Rd. Intchge Programming Estimate $ ____

Highway Pacific Project Length N/A

County Wash Completion Time 200 Calendar days

Kind of Work Grading Paving, Signing and Signals Est. Comp. Date 9-14-84

Prefix 634-1457 Letting Date Jan 26, 84 Project No. IR-5-5(80)291

RECV'D 12/19/83 @ 11:00AM

5½ % Gp. 8

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 315,141 10

Anticipated Additional Items:

Royalty Payment.	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	3000
Temporary Pavement Striping.	
Remove Pavement Striping (Exist. & Temp.) . . .	
Temporary Erosion Control	
State Furnished Programs	3500
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x ____ hrs.)	
State Responsibility for Damages	
Signal Controller Testing	
"OPTICOM" Testing ~~& Turn On~~.	9650
Bikeway Signs	
Bikeway Striping & Legend	
Power Service Connection (by others) . .	500
Adjust Utilities:	

51% state
49% county, state

$ 15,650 –

51% state
49% County, state

Subtotal $ 330,791 10

Contingencies (4-1/2%) 14,885 60

Engineering (~~8~~, [✓ 9], ~~10~~%) 29,771 20

Subtotal $ 375,447 90

Credit for ________________ . . . .

Estimated Net Authorization, Construction . . . . $ ~~374,[illegible] 40~~ 375,447 90

APPROVED

APPROVED
FINAL DESIGN ENGR. 9/21/83

Road Design Engineer

Rev. 11/81

Lower Boones Ferry Rd. Intchge. Sec.
Grading, Paving, Signing and Signals

COST ANALYSIS UNIT. 12-7-83
THIS ENGINEERING ESTIMATE IS PRICED FOR
BID LETTING 1-26-84

SUBJECT TO SUCH CHANGE OR CHANGES AS MAY BE MADE WITH NOTICE TO PLAN HOLDERS BY ADDENDUM LETTER OR LETTERS, THE BID ITEMS AND QUANTITIES TO WHICH THE FOREGOING SPECIFICATIONS AND PROVISIONS APPLY WILL BE AS LISTED IN THE FOLLOWING BID SCHEDULE. THIS BID SCHEDULE IS FOR INFORMATION ONLY AND IS NOT TO BE USED IN BIDDING. THE BID SCHEDULE TO BE USED IN BIDDING IS BOUND IN THE PROPOSAL FORM.

BID SCHEDULE

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
1.	Mobilization	Lump Sum	All	Lump Sum	$ 10,000 —
2.	Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	3,300 —
3.	Temporary Signs	Sq.Ft.	350	$ 6 —	2,100 —
4.	Temporary Barricades	Each	4	80 —	320 —
5.	Temporary Plastic Safety Markers	Each	12	80 —	960 —
6.	Flagmen	Hour	40	21	840 —
	ROADWORK				
7.	Clearing and Grubbing	Lump Sum	All	Lump Sum	1,200 —
8.	Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	1,500 —
9.	General Excavation	Cu.Yd.	1,971	4 10	8,081 10
10.	Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	1,500 —
11.	Aggregate Shoulders	Ton	370	10	3,700 —
12.	Treated Base	Ton	1,000	18	18,000 —

Lower Boones Ferry Rd. Intchge. Sec.
Grading, Paving, Signing and Signals

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
13.	Class "C" Asphalt Concrete	Ton	490	$ 40 -	$ 19,600 -
14.	Adjusting Manholes	Each	1	500 -	500 -
	SIGNING				
15.	Removal of Existing Signs	Lump Sum	All	Lump Sum	1,050 -
16.	Wood Sign Posts	Lump Sum	All	Lump Sum	680 -
17.	Sign Support Footings	Lump Sum	All	Lump Sum	348 -
18.	Single Post Slip Base Sign Supports	Lump Sum	All	Lump Sum	644 -
19.	Type "C" Signs in Place	Sq.Ft.	32	12	384 -
20.	Type "I" Signs in Place	Sq.Ft.	128	13	1,664 -
21.	Move and Reinstall Existing Signs	Lump Sum	All	Lump Sum	1,300 -
	SIGNALS				
22.	Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	223,900 -
23.	Fire Pre-emption System, Complete	Lump Sum	All	Lump Sum	13,670 -

Total Amount of Bid $ 315,141 | 10

TUALATIN RURAL FIRE PROTECTION DISTRICT
P.O. BOX 127 • TUALATIN, OREGON 97062 • PHONE 682-2601 • RUSSELL WASHBURN, CHIEF

September ~~20~~ 21, 1983

OM MRE CE PPM CE
TOS ME
US 9-21-83 PDM
CSA Metro Region TAM
SO PA EM BUD LM

Mr. Jon Rose, Federal Aid Specialist
Department of Transportation
Highway Division, Region I
9002 S.E. McLoughlin
Milwaukie, OR 97222

Subject: Lower Boones Ferry Road Interchange, Fire Vehicle Pre-exemption Signals

Dear Jon:

Please find enclosed the three copies covering the agreement for the installation, operation and maintenance and financing for fire vehicle pre-exemption on signals proposed for the Lower Boones Ferry Road interchange on I-5, which have been signed by our Board of Directors.

In addition, I have taken over the Communications Section of our fire district. Would you please put my name down as the contact person regarding signalization for the Tualatin Rural Fire Protection District?

Thank you very much for your cooperation. If you have any questions, please do not hesitate to call.

Yours truly,

John Schwartz

John Schwartz
Division Chief,
Support Services

From Metro JON ROSE
Date 9-21-83
To [redacted] Traffic · Region I · Accounting
Comments: Here are 3 copies of the subject Fire-pre-empt agreement, signed by District officials and approved by the Metro Region Engineer. Please forward for final action.
Jon Rose

PROGRAM SECTION
MANAGER ______ PROJECT UNIT 5
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Minor
FOR ______

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:

PRO

Date: August 11, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 20063
Project No. IR-5-5(80)291
Lower Boones Ferry Rd. Intchge. Sec.
Washington County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on September 22, 1983 and request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Public Law 97-424, Section 145.

DRH:bkb
Attachments

cc: E.L. Hardt (Metro)
Jon Rose (Metro)
Robin Brooks (Metro)
General Files

STATE OF OREGON

INTEROFFICE MEMO

TO: L. E. GEORGE
Traffic Engineer

DATE: May 9, 1983

FROM: Lee Gunderson Metro
Region Traffic Signal Manager

SUBJECT: TRAFFIC SIGNAL FIRE PRE-EMPT WARRANTS
Lower Boones Ferry Road Intchge.
Pacific Highway, I-5

OM MRE OE PPM CE
TOS ME
US 5-9-83 PDM
CSA Metro Region TAM
CO PA EM BUD LM

50-50 match

State maintain, city power

I have discussed fire response routing and needs for fire-premption at the four signal installations on this project with Ron Postma of the Tualatin Rural Fire Protection District. Listed below are the intersections, Fire District's requests, and my recommendations for pre-emption.

Location	Directions Requested	Recommendation
Lower Boones Ferry Rd.		
Bill Tualatin @ 72nd Avenue & Bridgeport	North, South, East, West	North, South, East, West
@ I-5 Sbnd ramp	North, East, West	North, East, West
@ I-5 Nbnd ramp	South, East, West	South, East, West
Tualatin L.B.F. Rd. @ Meridan Rd.	East, West	East, West

Attached are the traffic signal fire pre-empt warrant sheets.

The standard agreement addressing the Fire District's participation should be prepared.

LHG/gw
Attachment
cc Jon Rose w/Attachment

Date 5-9-83.
From Metro JON ROSE
To BUZ SWAN - MAINOR HOLMES
[✓ Proj. Mgmt.] Traffic Region I Accounting
Comment: This is for your information
I suppose you will be getting a request from Bud George regarding preparation of an agreement.
Jon Rose

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ________
MAY 10 1983
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________
FOR ________

81-125-1287

TUALATIN RURAL FIRE PROTECTION DISTRICT
P.O. BOX 127 • TUALATIN, OREGON 97062 • PHONE 682-2601 • RUSSELL WASHBURN, CHIEF

July 23, 1982

Oregon Department of Transportation
9002 S.E. McLoughlin Boulevard
Milwaukie, OR 97222

Attn: Mr. Lee Gunderson

Re: I-5/Lower Boones Ferry Signalization

Dear Lee:

Pursuant to your 7-23-82 conversation with C.O. Miller, this will confirm that the Tualatin Rural Fire Protection District does wish to participate in the mentioned signalization project for the purpose of having OPTICOM signal pre-emption equipment installed.

Please coordinate pre-emption priority and direction with our Electronic Specialist, Mr. Ron Postma.

Attached you will find a map of the district, per your request.

Thank you very much for your continued support and cooperation. If you have further questions, please do not hesitate to contact me.

Sincerely,

Ken R. Morss

Kenneth R. Morss
Division Chief,
Emergency Services

KRM/rg

Encl.

cc: Russ Washburn
C.O. Miller
E.S. Postma

[illegible]

Clack. Co.
misc.

ROAD DESIGN SECTION

DES 16

Richard Dunlap
~~Metro~~ Region R/W II

March 16, 1983

DNS
Donald N. Stoudenmeyer
Preliminary Design Supervisor

File #52310, Beardall Property
Lower Boones Ferry Road
Clackamas County

Sketch 1 and 1A show the existing condition. There seems to be 19 stalls, 3 along the west property line, 4 in front of the building, 7 along the north property line (R.R. side), and 5 along the south property line (Lower Boones Ferry Road). Stall widths seem to be 8 or 9 feet. Stalls 1 through 5 along Lower Boones Ferry Road and stalls 1 and 2 along the west property line will be directly affected by the proposed construction. Stall 3 along the west property line and stalls 1 through 4 in front of the building will be indirectly affected by the proposed construction, because of the reduction to the aisle width.

Sketch 2 and 3 shows how 14 stalls can be restriped. All stalls are 9 feet and are at 60° or 90° angles. Aisle widths are 24 feet. Sketch 3 has the advantage of having more stalls closer to the building.

Sketch 4 and 5 show how 15 and 16 stalls can be restriped. These stalls are also 9 feet and are at 60° or 90° angles, with 24 foot aisles.

All of these patterns use two entrances that are not interconnected. The 4 stalls in front of the building would have to use the most westerly entrance and the rest of the lot would use the easterly entrance. It appears that part of the existing lot is on R.R. R/W, this area was also used in the revised layouts.

There may be other designs that could be used, but these revised layouts will be a starting point.

If you have any questions, please contact me or Larry Stormo @ 378-6276.

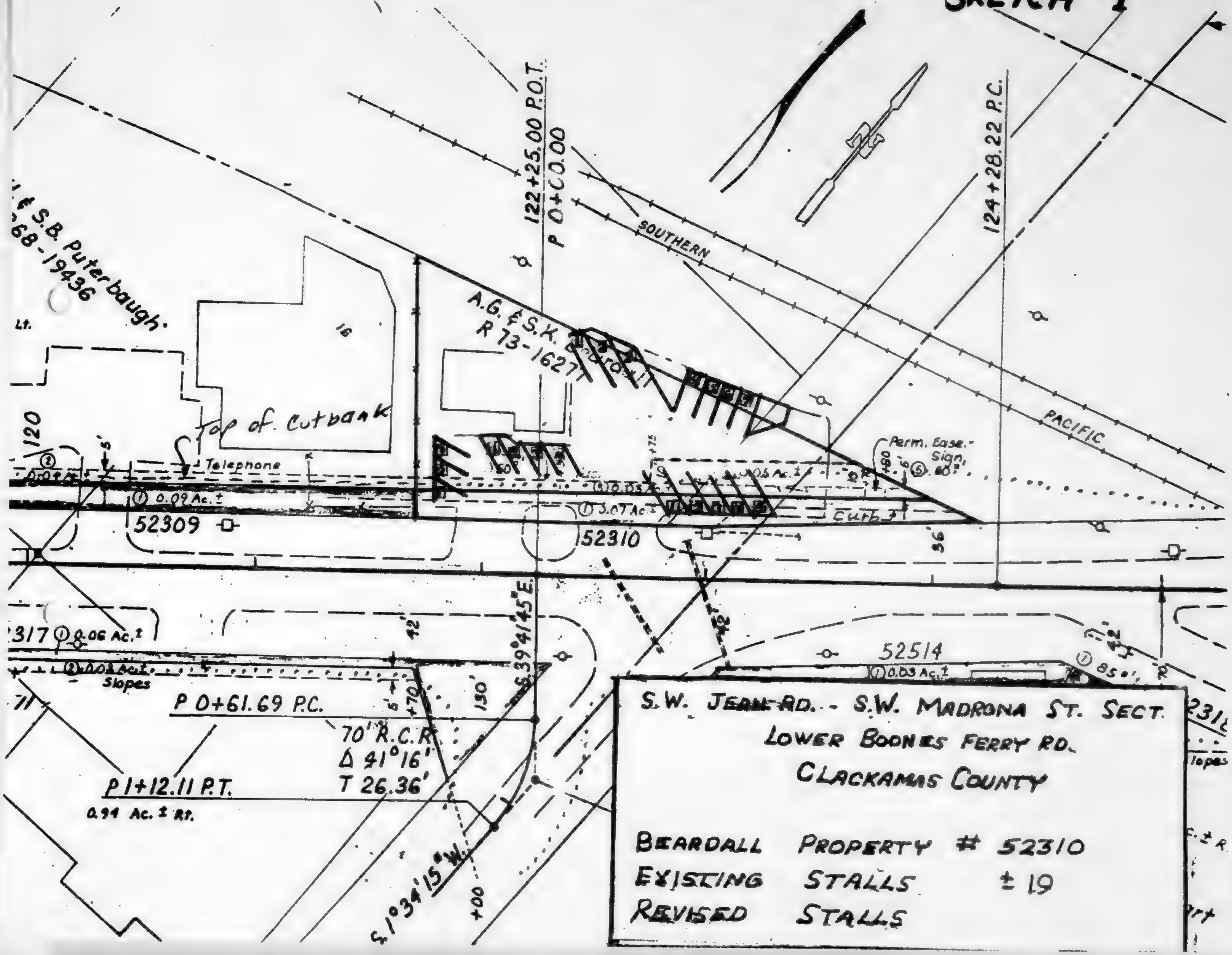
DNS:LS:kg

1 ✓ 1 Versteeg ✓
Anderson
2 Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
MAR 17 1983
ROAD DESIGN
SECTION

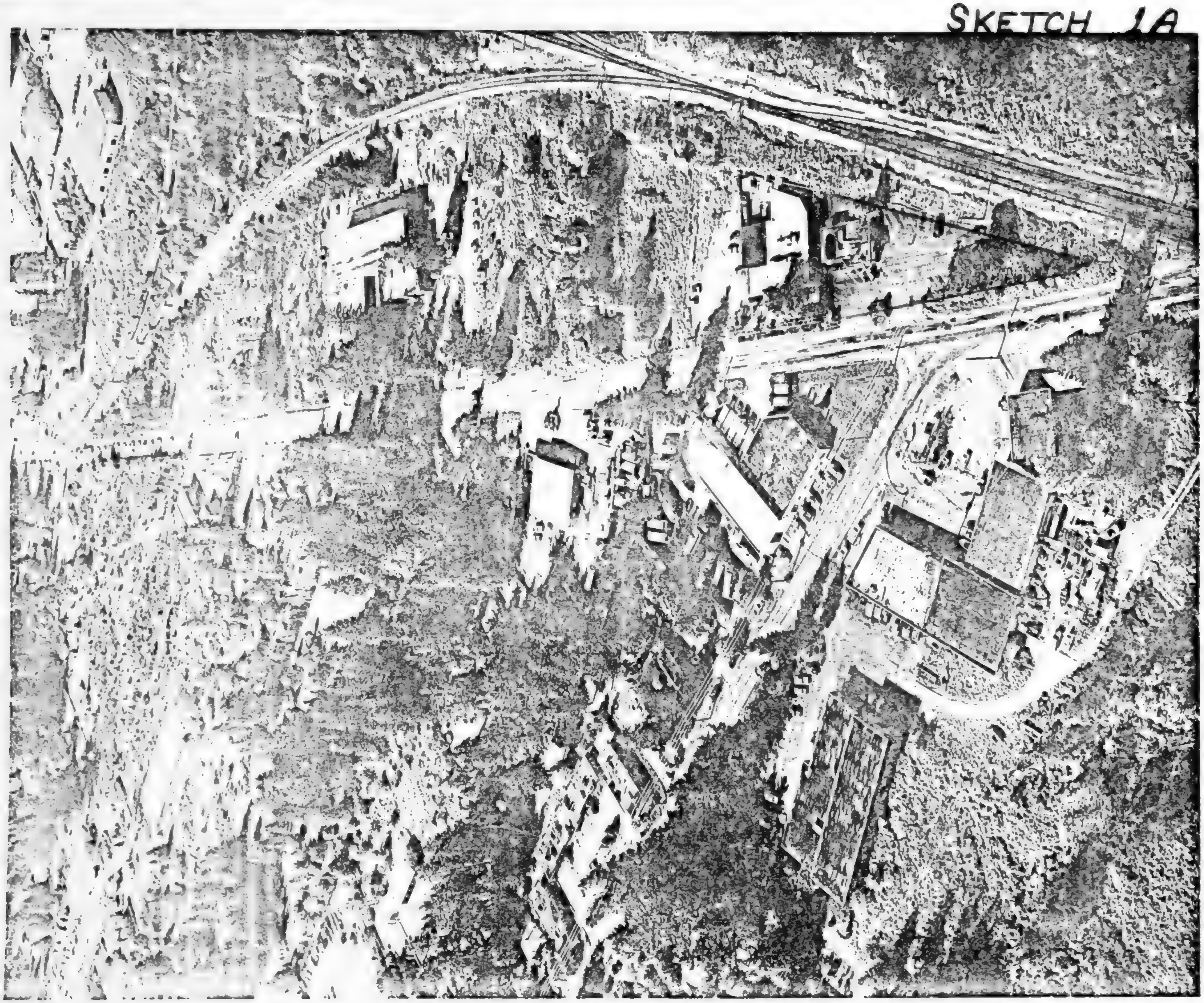
Do Not File ☐
Return To
Bring Up ____/____/____
Action

SKETCH 1

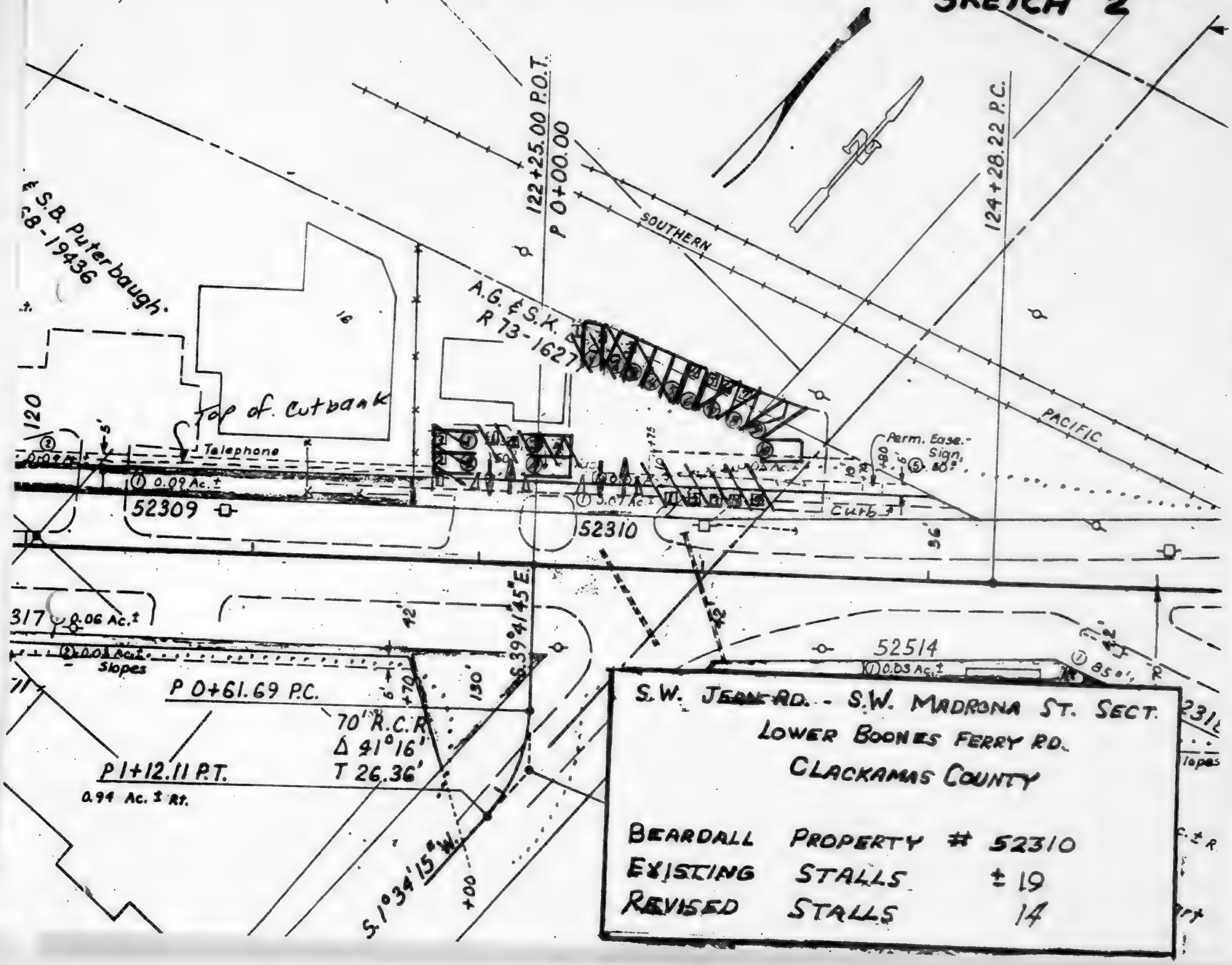


S.W. ~~JEAN RD.~~ - S.W. MADRONA ST. SECT.
LOWER BOONES FERRY RD.
CLACKAMAS COUNTY
BEARDALL PROPERTY # 52310
EXISTING STALLS ± 19
REVISED STALLS
122+25.00 P.O.T.
P 0+00.00
124+28.22 P.C.
SOUTHERN
PACIFIC
A.G. & S.K. Beardall
R 73-16277
& S.B. Puterbaugh
268-19436
Lt.
16
Top of Cutbank
Telephone
Perm. Ease. Sign
⑤ 60±
① 0.09 Ac.±
52309
① 3.07 Ac.±
52310
0.05 Ac.±
0.03
Curb
36
120
② 0.04 Ac.±
2317 ① 0.06 Ac.±
② 0.02 Ac.± Slopes
42
S.39°41'45"E
52514
① 0.03 Ac.±
① 85±
P 0+61.69 P.C.
70' R.C.R.
Δ 41°16'
T 26.36'
+70
130
P 1+12.11 P.T.
0.94 Ac. ± Rt.
S.1°34'15"W.
+00

SKETCH 1A



SKETCH 2

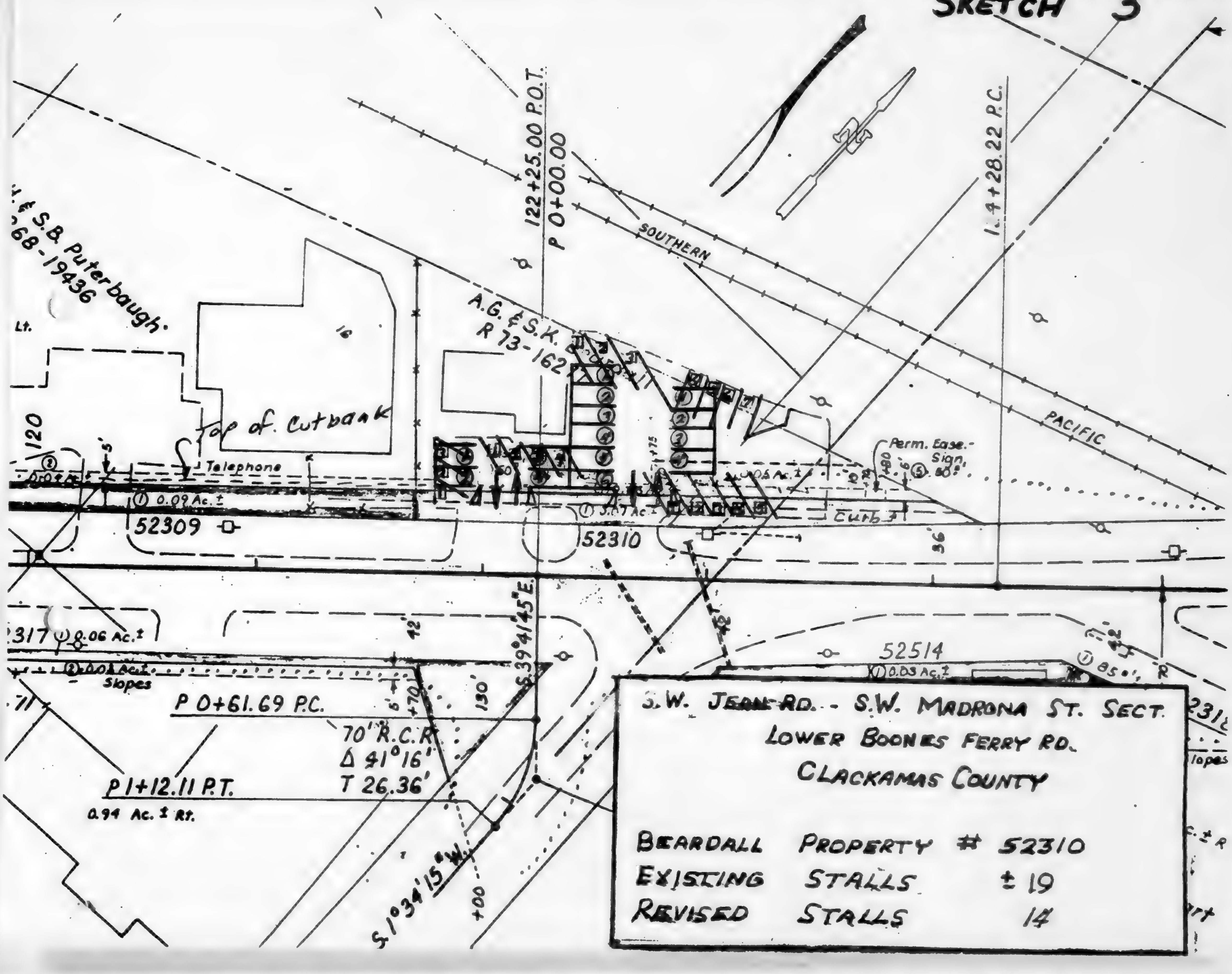


SOUTHERN
PACIFIC
122+25.00 P.O.T.
P 0+00.00
124+28.22 P.C.
S.B. Puterbaugh
68-19436
A.G. & S.K.
R 73-1627
Top of Cutbank
Telephone
16
120
0.09 Ac.±
52309
52310
52514
0.03 Ac.±
0.06 Ac.±
0.03 Ac.±
Slopes
Perm. Ease.
Sign
Curb
36
42
42
130
S.39°41'45"E.
S.1°34'15"W.
+00
+70
P 0+61.69 P.C.
70' R.C.R.
Δ 41°16'
T 26.36'
P 1+12.11 P.T.
0.94 Ac. ± Rt.

S.W. JEAN RD. - S.W. MADRONA ST. SECT.
LOWER BOONES FERRY RD.
CLACKAMAS COUNTY

BEARDALL PROPERTY # 52310
EXISTING STALLS ± 19
REVISED STALLS 14

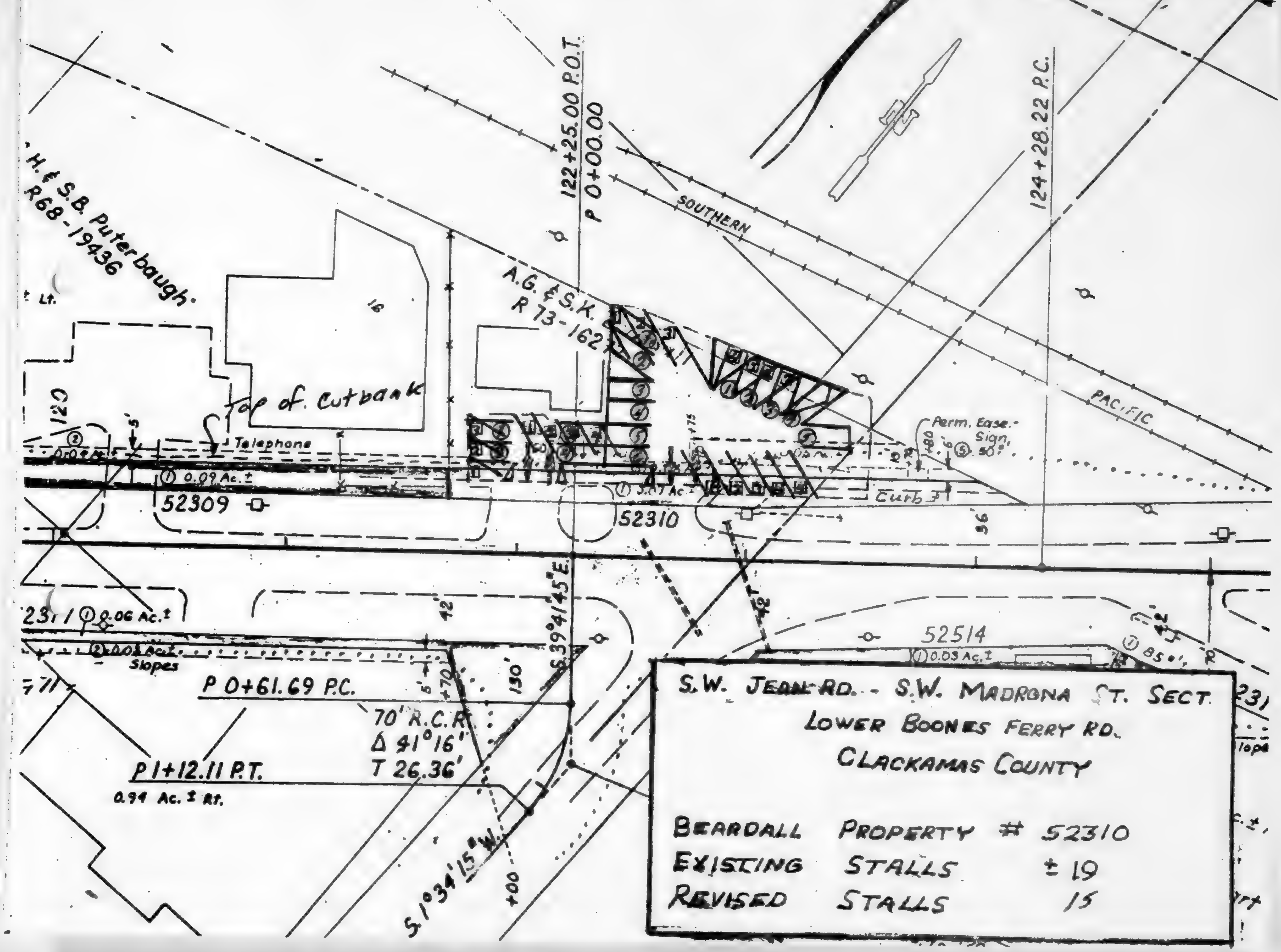
SKETCH 3


122+25.00 P.O.T.
P 0+00.00
1.4+28.22 P.C.
SOUTHERN
PACIFIC
& S.B. Puterbaugh.
68-19436
Lt.
A.G. & S.K.
R 73-162
Top of Cutbank
120
Telephone
0.09 Ac.±
52309
52310
Curb
Perm. Ease. Sign.
52514
0.03 Ac.±
85
R
2317
0.06 Ac.±
Slopes
S.39°41'45"E.
P 0+61.69 P.C.
70' R.C.R.
Δ 41°16'
T 26.36'
P 1+12.11 P.T.
0.94 Ac. ± Rt.
130
42
S.1°34'15"W.
+00
36

S.W. ~~JEAN RD.~~ - S.W. MADRONA ST. SECT.
LOWER BOONES FERRY RD.
CLACKAMAS COUNTY

BEARDALL PROPERTY # 52310
EXISTING STALLS ± 19
REVISED STALLS 14

SKETCH 4

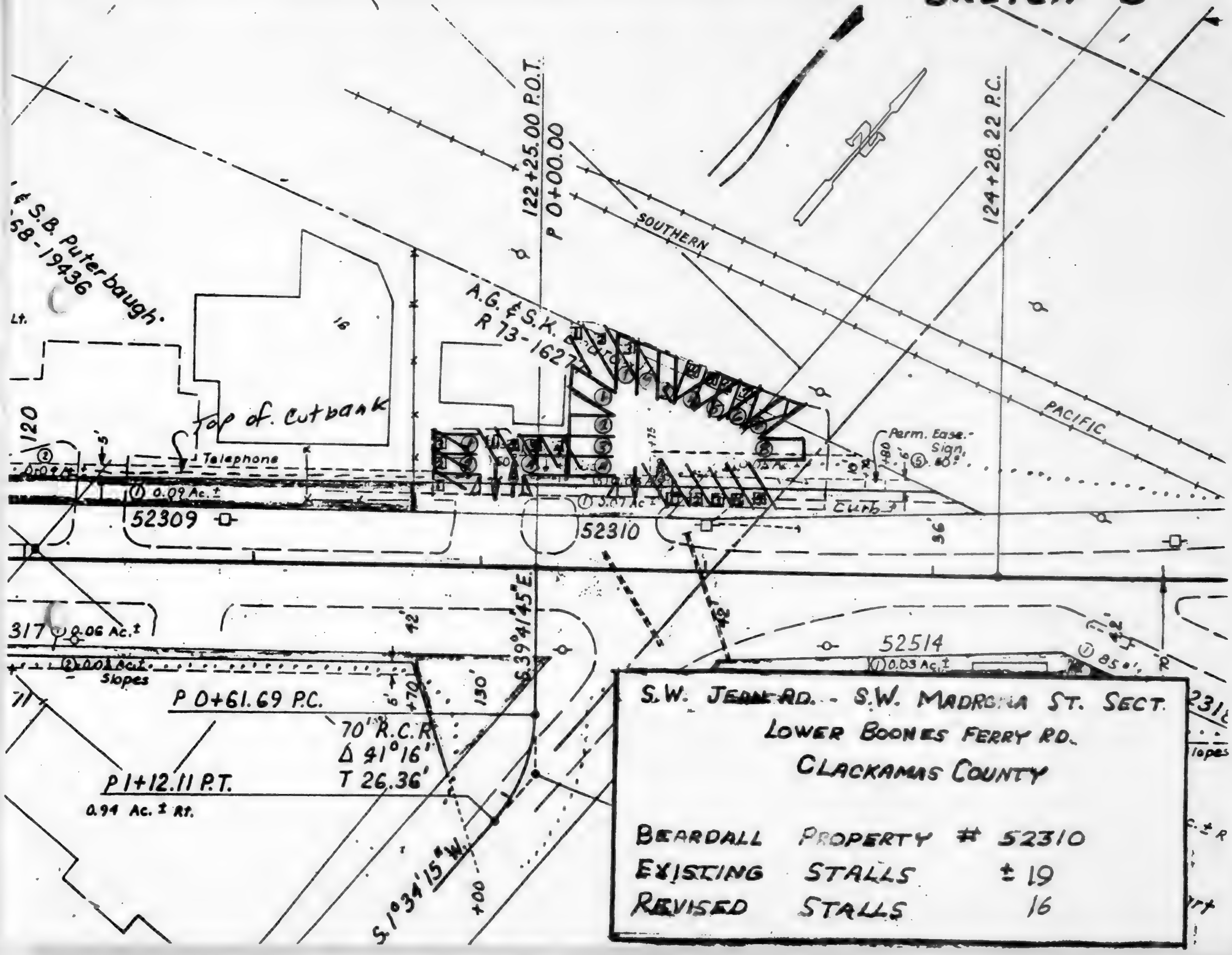


S.W. JEAN RD. - S.W. MADRONA ST. SECT.
LOWER BOONES FERRY RD.
CLACKAMAS COUNTY

BEARDALL PROPERTY # 52310
EXISTING STALLS ± 19
REVISED STALLS 15

122+25.00 P.O.T.
P 0+00.00
124+28.22 P.C.
SOUTHERN
PACIFIC
H. & S.B. Puterbaugh.
R68-19436
A.G. & S.K.
R 73-162
16
120
Top of Cutbank
Telephone
5'
0.09 Ac.±
52309
52310
Perm. Ease. Sign. 50'
Curb
96
42
52514
0.03 Ac.±
0.06 Ac.±
0.03 Ac.±
Slopes
S.39°41'45"E.
130'
+70
P 0+61.69 P.C.
70' R.C.R.
Δ 41°16'
T 26.36'
P 1+12.11 P.T.
0.94 Ac.± Rt.
S.1°34'15"W.
+00
Lt.
231
71

SKETCH 5


122+25.00 P.O.T.
P 0+00.00
124+28.22 P.C.
SOUTHERN
PACIFIC
A.G. & S.K.
R 73-1627
S.B. Puterbaugh
68-19436
Lt.
16
Top of Cutbank
Telephone
120
0.09 Ac.±
52309
52310
52514
0.03 Ac.±
Perm. Ease.
Sign
Curb
36
42
317
0.06 Ac.±
Slopes
S.39°41'45"E.
130
P 0+61.69 P.C.
70' R.C.R.
Δ 41°16'
T 26.36'
P 1+12.11 P.T.
0.94 Ac.± Rt.
S.1°34'15"W.
+00
+70

S.W. JEAN RD. - S.W. MADRONA ST. SECT.
LOWER BOONES FERRY RD.
CLACKAMAS COUNTY

BEARDALL	PROPERTY	# 52310
EXISTING	STALLS	± 19
REVISED	STALLS	16

7-76

I-5 N

12-6-82

On 12-1-82 it was realized that Lower Boones Ferry Rd Interch had been assigned a prefix that was not free to be assigned.

We have changed this prefix to: 634-1952 and all Transfers of Costs have been performed up to 11-15-82

Any charges occuring after 11-15-82 to prefix 634-1951 will have to be transferred by the person causing these charges.

P. Lewellyn

1 Versteeg ✓
Anderson
2 Adams
3 Olson
Sullivan
Terpin
4 Trout
Wakerlig

RW Cy Watson

RECEIVED
DEC 10 1982
ROAD DESIGN SECTION

Do Not File
Return To.
Bring ⇒ /
Action

REFERRED TO
Beard Stoudenmayer
Cole Mann
Erikson Watson
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

Form E-20 (Rev. 9-71)

prefix 634-1951 was issued in error and should have been 634-1952

RECEIVED
STATE HWY ENGR
NOV 23 '82
REFER TO
FOR
Info | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

NOTED
W. E. SCHWARTZ

Section Lower Boones Ferry Road Interchange

Highway Pacific (I-5) #1

County Washington County #34

Date September 8, 1982

Authorization No. 634-1952

Survey Prefix 634-1951 ~~634-1951~~ (Assigned by Salem office)

Description of termini, route, length, etc.: Pacific Highway (I-5) Interchange at Lower Boones Ferry Road, M.P. 290.5.

Proposed: Install four traffic signals and construct right-turn lanes at two locations. The signals are to be installed at S.W. McEwan, the I-5 ramp terminals (2), and at the S.W. 72nd and Bridgeport intersection.

Purpose of survey: Perform field survey, prepare vicinity maps, and cost estimates.

I-IR-5-5(76)291
4-19-82
11-9-82

Federal Aid No. I-5-5(76)291

Estimate of cost: $425,000 (construction)
Funding: FAI
Class II Statewide Categorical Exclusion

901	Resident Engineer	10,400
902	Citizens Involvement	
903	Local Governments	
904	Consultant Fees	
905	Final Design	4,000
906	Bridge Design	
907	Preliminary Design	
909	R/W Descriptions	
910	Region Geology	300
911	Traffic Section	12,000
912	Landscape	
913	R/W Liaison	
914	Region Utility	
915	Audit Services	
916	Photogrammetry	
918	Location	
919	Engineering Graphics	
920	Project Management	200
921	Specifications	2,500
922	Administrative Services	100
923	Environmental	200
925	Air Monitoring	
926	Structural Foundations	
927	Bridge Design for Co.	
933	Surfacing Design	1,000
936	Region Traffic	4,000
937	Hydraulics	
938	Region Environmental	300
950	Training Courses	
960	Personal Leave	
980	Public Hearing	

Project Scope Increased from 2 signals to 4 signals 10-26-82 by Hwy Engr

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
NOV 23 1982
LOCATION SECTION

Total estimated cost of survey	$ 35,000 ✓
Previous authorization	16,800
Additional authorization requested	18,200
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Curt Duval by
CURT DUVAL, Location Manager
Field Engineer

Recommended for Approval:
JAMES D. MCCLURE, Project Development Manger
Regional Engineer

SP-22604-

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

11/24/82
Asst Hwy Eng'r for Operations
date

Form E-20 (Rev. 8-76)

(MET0004)

ACCT 5/11
Planning File #10088

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

ion: Lower Boones Ferry Road Interchange

Date: March 12, 1982

Highway: Pacific (I-5) 1

Authorization No.: 1

County: Washington 78-1-82 #34

Survey Prefix: ~~634-1951~~ (Assigned by Salem office)

prefix 634-1951 was issued in error and should have been 634-1952

Description of termini, route, length, etc.:

Off-ramp terminals of I-5 at
Lower Boones Ferry Road
M.P. 290.5 Length 0.1 mile

Proposed:

Install two three-phase signals, no additional roadwork is required

Purpose of survey:
Perform field survey, prepare vicinity maps, and cost estimates

I-5-5(76)291
4-19-82

Field Survey	(901)	6,000
Citizen Participation	(902)	
City of County	(903)	
Consultant	(904)	
Final Design	(905)	1,500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	300
Traffic	(911)	7,000
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Final Audit	(915)	
Photogammerty	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	100
Specifications	(921)	1,500
Admin. Services	(922)	100
Environmental	(923)	300
Foundation Exploration	(926)	
Seminars	(950)	
Personal Leave	(960)	
Hearings	(980	
Equal Opportunity	(985)	
Advisory Committee	(986)	

Estimate of cost: 2 x $80,000 = $160,000 (two signals)

Funding: FAI

Class II Statewide Categorical Exclusion

on HIP pg 10 160,000 FA

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
APR 09 1982
LOCATION SECTION

Total estimated cost of survey	$16,800
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Art H. Duval
RT DUVAL, Location Manager
Field Engineer

mmended for Approval:

McClure
JAMES D. MCCLURE, Project Development Manager

Recommended for Approval:

Frank E. Pappin
Location Engineer

Approved:

E S Lutes
Assistant State Highway Engineer

[illegible]

SP 23604-734

9856

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-IR-5-5(76)291

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20063

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/9/82

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Lower Boones Ferry Interchange

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested by Mr. Swan's letter of 11/1/82 I approve the program change as follows:

1) Project Number: Change to read, "I-IR-5-5(76)291".
2) Appn Code: Add "044".
3) Class of Federal Funds: Change to read "---- & Interstate System 4R".
4) Revise project cost to a TEC of $35,000 Federal Funds $32,276.
(Increase TEC $18,200 Federal Funds $16,784)

RECEIVED
STATE HWY ENGR
NOV 12 '82
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig
11/12

14. DATE 11/9/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
PRO 6-2

Date: November 1, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Program Change
Item No. 20063
Project No. I-5-5(76)291
Lower Boones Ferry Rd. Intchge. Sec.
Washington County

I request approval of a program change to joint fund the subject project with Interstate System 4R funds requiring revisions as follows:

1) Project Number: Change to read, "I-IR-5-5(76)291".
2) Appn Code: Add "044".
3) Class of Federal Funds: Change to read "---- & Interstate System 4R".
4) Estimated Project Cost by Phases: Change to read ---

Appn Code	TEC	FF	State	%
042	$16,800.00	$15,492.00	$ 1,308.00	92.22
044	18,200.00	16,784.00	1,416.00	92.22
TOTAL	$35,000.00	$32,276.00	$ 2,24.00	

Approval of this request will involve an increase of $18,200 in total estimated cost and additional Federal funds of $16,784.00

This request is based on FHWA's September 29, 1982 Memorandum (HFO.6-OR). Attached additional support data consists of Authority for Survey (#2) and revised Location Prospectus.

JLG:bks
Attachments
cc: Guy Johnson
Highway Finance
General Files

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION PRO

TO: H.S. Coulter
State Highway Engineer

DATE: October 15, 1982

FROM: Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: Lower Boones Ferry Road Interchange
Pacific Highway (I-5)
Washington County

Attached is a Project Request to increase the scope of the subject project to include two additional traffic signals with Intertie at the intersections of S.W. McEwan Road and S.W. 72nd/S.W. Bridgeport.

The two additional signals are eligible for Interstate 4R funding.

I concur in the request and ask your approval to increase the scope of the project to include these signals. I don't believe Commission action is required on this.

KO:bks
Attachment

Orig to Berg [illegible] 10/28/82

Contains Recycled Materials

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

A. IDENTIFICATION:

Date: September 8, 1

Proposed Section: Lower Boones Ferry Road Interchange
Region: Metro
Highway: Pacific (I-5)
St. Hwy. No. 1 M.P. 290.5 to M.P. ______ Length: ______
County(s): Washington
(Attach Sketch Map)
Recommended Construction Date: ______
Proposed 6 YP FY '84
Method of Doing Work: Contract X
St. Force ______
Other ______

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing: ______

FAI ☒ , FAP ☐ , FAS ☐ , ST. CONST. ☐ , OTHER ☐ ______

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year 1979)		Proj. Traffic (Year	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	5	74'	12'	none			15,300	"C"		
Proposed Facility:	same									

D. DEFINE THE PROBLEM: The Six Year Highway Improvement Program includes two new signals at the I-5 ramp terminals on Lower Boones Ferry Road. The adjacent unsignalized intersections at S.W. McEwan Road and S.W. 72nd/S.W. Bridgeport will not operate properly after the ramp terminal signals are installed.

E. PROPOSED SOLUTION: Signalize the S.W. McEwan and S.W. 72nd/S.W. Bridgeport intersections in addition to the ramp terminal intersections to provide a total of four signals. Build right-turn lanes at two locations.

F. REASON FOR REQUEST AT THIS TIME: The Metro Region is ready to begin field work for the ramp terminal signals. The City of Tualatin has requested signalization of the S.W. McEwan and S.W. 72nd/S.W. Bridgeport intersections.

G. COST ESTIMATE

Roadway Work	two right-turn lanes	$ 51,000
R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____).		
Structures		
Other (Define)	four signals w/intertie	374,000
Preliminary Engineering (By Whom)	State	35,000
	TOTAL	$ 460,000

H. REQUESTED BY: ______
Region Engineer or Section Head

Approval/Disapproval ______ 10/28/82
State Highway Engineer Date

Remarks & Action Taken:

Approval/Disapproval ______
Asst. Director for Operations Date

Oregon Transportation Commission

Approval Date ______

9856

+

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject:	Oregon Project I-5-5(76)291 Lower Boones Ferry Road Interchange Washington County	Date:	September 29, 1982
From:	Division Administrator	Reply to Attn of:	HFO.6-OR
To:	Mr. H. S. Coulter, State Highway Engineer		

As requested in Mr. Swan's letter of September 23, 1982 I approve the additional signals at SW 72nd and SW Meridian Road (McEwan Road). These signals are eligible for 4R funding only and the subject project should be joint funded accordingly.

G. K. Hossner
for Dale E. Wilken

cc:
OSHD (D E Swan)

RECEIVED
STATE HWY ENGR
OCT 4 '82
REFER TO [illegible]
FOR
Info Inves R/D D/R Sign Act File

oj
10/4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: September 23, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project No. I-5-5(76)291
Lower Boones Ferry Road Interchange Sec.
Washington County

Attached is a sketch map showing the location of additional proposed traffic signals in relation to the ramp traffic signals under the subject project. Also, attached is one copy each of traffic warrants for the additional signals. If these intersections are left unsignalized, they will not operate properly after the ramp terminal signals are installed.

I request your concurrence that the additional proposed traffic signals at SW 72nd and at SW Meridian Road (MC Ewan Rd.) are eligible for FAI funding . This interchange was reconstructed under project I-5-5(60)290.

JLG:bks
Attachments

cc: General Files

I-5 N

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE	
PREFIX	

1 IDENTIFICATION

PROJECT NAME Lower Boones Ferry Road Interchange			
HIGHWAY NAME Pacific (I-5)			HIGHWAY NUMBER 1
REGION 1	ADMINISTRATIVE DISTRICT 2A	COUNTY Washington	CITY Tualatin
LENGTH 0.1	MILEPOST NUMBER 290.5 TO	☐ RURAL	☒ URBAN
LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO	IF YES, UNIT OF GOVERNMENT		

TYPE OF FUNDS
☒ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION
☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK
☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION
Install two three-phase traffic signals at the northbound and southbound ramp terminal intersections with Lower Boones Ferry Road. These signals are on the statewide traffic signal priority list.

1 ✓
Anderson
2 Adams
3
Sullivan
4

RECEIVED
MAY 12 1982
ROAD DESIGN SECTION

Do Not File
Return To
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1979 - 15,300 (L. Boones Ferry Road)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☒	☐	☐	☐
	PROPOSED	☐	☐	☒	☐	☐	☐

DESIGN SPEED (MPH) 40	DESIGN STANDARDS AASHTO	TRAFFIC ANALYSIS ☐ LIGHT ☒ MEDIUM ☐ HEAVY

APPROVED
Location Engineer
Date 5/12/82

REFERRED TO
Beard Staudenmeyer
Cole Mann W
Erikson 1 Watson
Hagar Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	4 - 12 feet	No change
SHOULDERS	2 - 6 feet	" "
MEDIANS	1 - 14 foot turn lane	" "
PARKING LANES	none	" "
SIDEWALKS	none	" "
BIKEWAYS	none	" "
INTERCHANGES	I-5 NB & SB Interchange	" "
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☒	☐	☐	Railroad Crossing	☐	☒	☐
Signing	☒	☐	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River ____________	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ____________	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☐	☒
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Electrical

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(2.0)	1.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3.

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

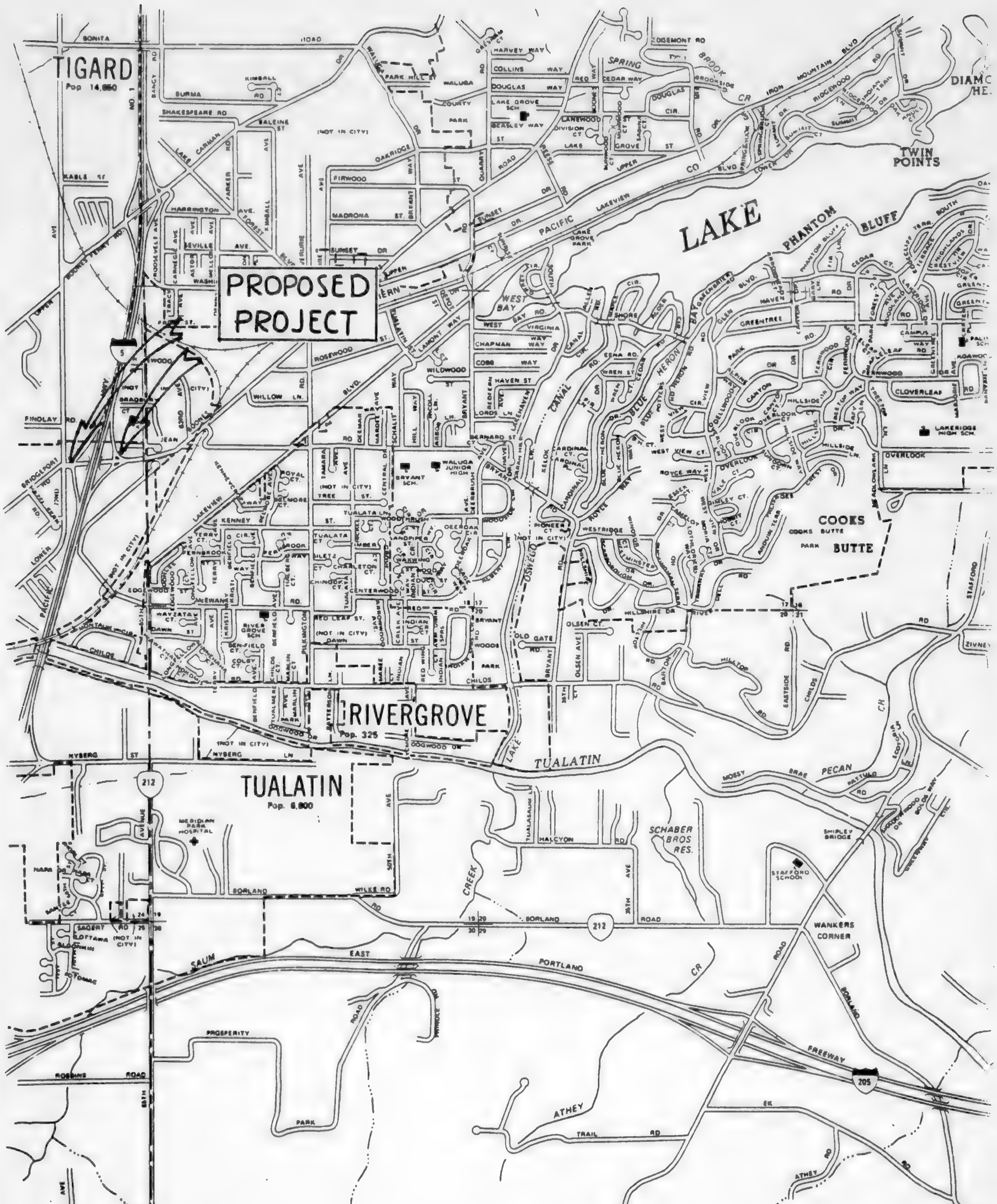
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	16,800	
RIGHT OF WAY		
TRAFFIC CONTROL	160,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER ______		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	176,800	

SUBMITTED BY ______________________________


PROPOSED PROJECT
TIGARD
Pop. 14,860
LAKE
PHANTOM BLUFF
TWIN POINTS
COOKS BUTTE
RIVERGROVE
Pop. 325
TUALATIN
Pop. 6,800
TUALATIN
LAKE OSWEGO CANAL
WEST BAY
BLUE HERON
LAKEVIEW BLVD
PACIFIC HWY
IRON MOUNTAIN BLVD
SPRING BROOK CR
LAKE GROVE SCH
WALUGA JUNIOR HIGH
BRYANT SCH.
RIVER GROVE SCH
LAKERIDGE HIGH SCH.
MERIDIAN PARK HOSPITAL
STAFFORD SCHOOL
SCHABER BROS RES.
SHIPLEY BRIDGE
WANKERS CORNER
BORLAND ROAD
MOSSY BRAE
PECAN
STAFFORD
ZIVNEY
SAUM CR
EAST PORTLAND FREEWAY
ATHEY TRAIL RD
PROSPERITY PARK
ROBBINS ROAD
DELKER RD
KABLE ST
BONITA
FINDLAY RD
BRIDGEPORT RD
NYBERG ST
CHILDS
(NOT IN CITY)
5
205
212

9556

4-19-82

U. S. DEPARTMENT OF TRANSPORTA N
FEDERAL HIGHWAY ADMINISTRA ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-5(76)291

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20063

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/19/82

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Lower Boones Ferry Road Interchange

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $16,800 F.F.$15,492
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 4/14/82.

RECEIVED
STATE HWY ENGR
APR 22 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D.. | Sign | Act | File

orig to 4/23/82

14. DATE 4/19/82

15. SIGNATURE OF APPROVING OFFICIAL EJ Valach

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9:55

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO.	
				FED.	STATE
I-5, 3.0 mi. S of Mult. County Line "Lower Boones Ferry Rd. Intchge. Sec."	110	20063	IR-5-5(76)291	I-5	1

Access Control Full Parking Restrictions Complete System Revision None

Airports (within 2 Mi.) None ROW N/A

Water Development None Recreation & Historical Areas None

Washington (#067) SIGNALS

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ______

Dist. 2 Cl. Ho. ..... Exempt ___ Date Approved in MSD TIP No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2/25/80 (Statewide)

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 1.

(2) Included in MSD FY '82 AE/TIP by Resolution 82-312 and in FY '82 AP in 6 YR HIP on page 10 as index 136.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  ___ Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 16,800
92.22%	FF	$ 15,492
	STATE	$ 1,308
	___	$

For PR-37:
Field Phase $ ______
PS&E Phase $ ______

REMARKS:

1) Attached is a copy of "Authority for Survey", project map and signal warrents.

JLG:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
4-14-82	D.E. SWAN	PROGRAM CONTROL ENGINEER

cc: GENERAL FILES

7756 1E

ROAD DESIGN SECTION 378-6558

DES 16

J. B. Boyd, Manager
Right of Way Section

March 16, 1982

J. H. Versteeg J. H. VERSTEEG
Road Design Engineer

Surplus Property
File 19831
Lower Boones Ferry Road
Interchange
Pacific Highway
Washington County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 16 1982
ROAD DESIGN
SECTION

Do Not File ☐
Return To.
Bring
Action

Your letter of March 4, 1982 to Ed Hardt requested a recommendation on what property under the subject file could be declared surplus.

Parcel "A" has been declared surplus and we recommend the property under File 46031, Parcels 3 and 4, which lies West of 72nd Avenue and North of Bridgeport Road could be sold retaining a slope easement.

Parcel "B" should be retained for scenic value but File 46031, Parcel 2, lying East of 72nd Avenue and North of Jean Road could be sold retaining a slope easement.

Your map is returned so marked.

JHV:rlr
Attachment

cc: Ed Hardt

STATE OF OREGON
ROAD DESIGN 378-6558

INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: February 14, 1980

FROM J. K. Kensteeg
Road Design Engineer

SUBJECT File 19881
Boones Ferry Rd.-Marion Co. Line Sec.
W. Portland-Hubbard Highway
Washington County

Here is correspondence on the subject file. The property is a wooded area located in the northwest quadrant of the Lower Boones Ferry Interchange.

Region recommends sale with no access to Lower Boones Ferry Road and the highway ramp. Preliminary Design concurs and adds junkyard and noise and air pollution clauses. Traffic, Parks, Maintenance, Location and Construction concur. Landscape recommends retention for scenic value.

It is recommended the property be retained for scenic value.

E. Hunter
2-15-80

DNS:cj
Attachments

3-12-82

Hal
Landscape has [illegible] out
the field and makes [illegible]
the [illegible] with the
[illegible] to the north that is
land [illegible] [illegible]. I concur.
also tree covered.
DNS

RECEIVED
TECHNICAL SERVICES
FEB 15 '80
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Contains Recycled Materials
81-128-1307

SP*75083-125

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Ed Hardt
Region 1 Engineer

DATE: March 4, 1982

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

J B Boyd

SUBJECT: Sale of Surplus Property
File 19881
Lower Boones Ferry Road
Interchange
Pacific Highway
Washington County

1 Versteeg
Anderson
Adam
Olt
Sullivan
Terpin
Trou
Weberlig

2 Stoudenmeyer

RECEIVED
1982
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up
Action

Parcel "A" on the attached map has been declared surplus. Parcel "B" may also be surplus. These sites could be increased in size by releasing what appears to be excessive right-of-way abutting the tracts. Also, during review of the two parcels, I have looked at the immediate area for possible other excess. Would you review the sites in question plus consider any of the area shaded yellow for excess if it is not needed to properly maintain your system.

It is my opinion that the scaling down of the right-of-way width if it does not affect safety and operation of the highway, is correct. It will reduce maintenance and return the land to utility, otherwise it will not serve any useful purpose.

We should continue to look at this interchange and others to insure the long term holdings of right-of-way are not excessive. The continuing maintenance and nonuse of a valuable resource (land) are not in the public interest.

JBB:jh
attach.

cc: E. S. Hunter ✓
Jim Dixon

2-5-82

RECEIVED
TECHNICAL SERVICES
MAR 5 '82
REFER TO
Versteeg
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Als Handle

125-1307

STATE OF OREGON

ROAD DESIGN SECTION
DEPT.

378-6558
TELEPHONE

INTEROFFICE MEMO

TO: Milner Mead
Property Manager

DATE: February 15, 1980

FROM: Lyle K. Watson
Donald L. Trout
Final Project Development Coordinator
(By Lyle Watson)

SUBJECT: File 19881
Boones Ferry Rd.-Marion Co. Line Sec.
W. Portland-Hubbard Highway
Washington County

Here is correspondence on the subject file.

It is recommended the property be retained for scenic value.
This was approved by Mr. E. S. Hunter on February 15, 1980.

db

Attachments

cc: Ed Hardt

RIGHT OF WAY ADMINISTRATION
RECEIVED
FEB 19 1980
☑ ☐ AM ☐ ADM ☐ RBR ☐ CA ☐ NS
☐ FMS ☐ AS ☐ CE ☐ OS ☐ TA ☐ RUE
☐ O ☐ ☐ ☐ ☐ ☐

1-5

ROAD DESIGN SECTION DES 16-1

E. S. Hunter
Assistant State Highway Engineer

November 4, 1980

J. H. Versteeg
Road Design Engineer

File 19881
Lower Boones Ferry Interchange
Pacific Highway (I-5)
Washington County

This file was circulated in February 1980 and retained for scenic value. We have been asked to review and reconsider our previous recommendations. The Right-of-Way file is enclosed for background information.

A review of the file shows that there are two parcels involved, as shown on the attached aerial picture. The smaller of the two was the one specifically reviewed and recommended for retention.

It is recommended that the larger parcel be sold at this time. The smaller parcel should be retained for its scenic value.

ADO:ja

Attachment

1984 Umatilla River-Power Line 9857
Rd. Sec, McNary Hwy. in Umatilla
(gr, box culvert)

STATE C

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

DIVISION OREGON	REPORT NO. 10	DATE OF FINAL INSPECTION RPT 4	PROJECT NO. I-82-1(4)01	COUNTY UMATILLA

DATE CONTRACT STARTED	DATE WORK COMPLETED 2/26/86	ACCEPTANCE BY CONTRACT AGENCY 3/20/87	TIME ELAPSED 99 %

LOCATION
SEE BELOW

SCOPE OF PROJECT
SEE BELOW

NOTE: FHWA-47 X Submitted __ Not required
Materials Certification X Submitted __ Not required
There is compliance with sec. 1.23 of the Regs pertaining to encroachments on the ROW

UMATILLA RIVER - POWERLINE ROAD SECTION
MC NARY HIGHWAY
Grading & Box Culvert

This contract had a completion date of October 30, 1984 for Unit A and overall allowable time of 470 days to complete all the work. Unit A was completed 31 days late and the overall project was completed in 477 days. Thirty eight days of liquidated damages @ $300 per day were assessed the contractor.

The final cost of $1,423,266 was five percent under the authorization.

- TPL -

RECEIVED
STATE HWY ENGR
FEB 19 '92
ASSIGNED TO
Cobine
FOR

[illegible]	INVES	ROUGH DRAFT	DRAFT REPLY	SIGN	ACT	FILE
X						

ay
2/28

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T P Lowe		SIGNATURE Eugene M Hoelker	
TITLE AREA ENGINEER	DATE 2/19/92	TITLE DISTRICT ENGINEER	DATE 2-18-92

9-[illegible]

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 5-8

PROJECT REPORT NUMBER

MODIFICATION NUMBER 3

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

4-20-[illegible]

Form Approved; O M B No. 04-R2089

State OREGON

County UMATILLA

Project Number I-82-1(4)001

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 30, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,558,487.00	$ 1,471,737.00
Federal funds	$ 1,437,235.00	$ 1,357,235.00
Other revisions		

This modification is made for the following reasons: To deobligate Appn Code 042 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20TH day of APR, 19 '89.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

By FOR: Donald E. Forbes, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon April 11, 1989

Federal-Aid Project No. I-82-1(4)001

Umatilla River-Powerline Road Section
McNary Highway
Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y060
Utility Adjustments

TOTAL from previous Estimate of June 8, 1987	$ 200,000.00

Type Code J000
Roadway (Sta. "SB" 201+41 to Sta. "SB" 325+20)

SUBTOTAL from previous Estimate of June 8, 1987	$1,171,510.92
Decrease in Construction Cost	65,652.00
SUBTOTAL	$1,105,858.92
Engineering	165,878.08
TOTAL	$1,271,737.00

Items retained in reserve were not used on this project.

Length of Roadway ---------------- 2.345 mi.

Cost of Roadway Per Mile --------- $542,318.55

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Utility Adj.	$ 200,000.00	$ 184,440.00	$ 15,560.00
Roadway	1,271,737.00	1,172,795.00	98,942.00
TOTAL	$1,471,737.00	$1,357,235.00	$114,502.00

Appn Code: 042
SubJob 010: 0%; SubJob 011: 100%
Contract No. 09857
Prefix: C630-1960 (P.E.)
C09857

DCN:pf

9857

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	6-157
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-12-87

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

State	Oregon
County	Umatilla
Project Number	I-82-1(4)001

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 30, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,454,570	$ 1,558,487
Federal funds	$ 1,341,403	$ 1,437,235
Other revisions		

This modification is made for the following reasons:

To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12TH day of JUN, 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry C. Rulien

Manager, Program Section
(Title)

XBYX For: Larry Rulien

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev 7-83)

Previous editions are obsolete

★ U.S. GOVERNMENT PRINTING OFFICE: 1986 -491-818/46154

Oregon State Highway Division
Salem, Oregon June 8, 1987

Federal-Aid Project No. I-82-1(4)001

Umatilla River-Powerline Road Section
McNary Highway
Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y060
Utility Adjustments

Total as on Estimate of August 21, 1985 $200,000.00

Type Code J000
Roadway (Sta. "SB" 201+41 to "SB" 325+20)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Removal of Ditch Lining	Lin. Ft.	$ 6.25	320	$ 2,000.00	368	$ 2,300.00
Granular Embankment	Cu. Yd.	4.50	1,150	5,175.00	1,862.22	8,380.00
Trench Excavation	Cu. Yd.	4.00	1,903	7,612.00	2,322.50	9,290.00
Structure Excavation	Cu. Yd.	6.00	540	3,240.00	927.34	5,564.00
18-inch Culvert Pipe	Lin. Ft.	12.25	1,644	20,139.00	1,864.98	22,846.00
21-inch Culvert Pipe	Lin. Ft.	13.25	960	12,720.00	1,185.96	15,714.00
Concrete Inlets Type G2A Mod.	Each	700.00	10	7,000.00	11	7,700.00
Paved Culvert End Slopes	Sq. Ft.	5.50	388	2,134.00	605.45	3,330.00
Roadside, Seeding, Fertilizing, & Mulching	Acre	925.00	20	18,500.00	23.11	21,376.00

12-inch Culvert Pipe (PA #5A)	Lin. Ft.	10.65	---	---	60.94	649.00
8-inch Water Line (PA #7A)	Lin. Ft.	14.00	---	---	360	5,040.00
Aggregate Base (PA #8A)	Sq. Yd.	3.00	---	---	6,352.67	19,058.00
Construct Access Manhole (FA #1)	All	---	---	---	100%	2,584.00
Construct Rock Inlay (FA #2)	All	---	---	---	100%	15,386.00
Remove Blow Sand (SFO #3)	All	---	---	---	100%	2,640.00
				$75,520.00		$141,857.00

Subtotal as on Estimate of August 21, 1985	$1,105,173.92
Subtotal Increase	66,337.00
Subtotal	$1,171,510.92
Engineering	175,726.08
Total	$1,347,237.00

Length of Roadway ------------------- 2.345 miles
Cost of Roadway Per Mile ------------ $574,514.71

RETAIN IN RESERVE

Total as on Estimate of August 21, 1985	$ 11,250.00

SUMMARY OF FUNDS (92.22%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Utility Adj.	042	$ 200,000.00	$ 184,440.00	$ 15,560.00
Roadway	042	1,347,237.00	1,242,421.00	104,816.00
Subtotal		$1,547,237.00	$1,426,861.00	$120,376.00
Reserve		11,250.00	10,374.00	876.00
Total		$1,558,487.00	$1,437,235.00	$121,252.00

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. 09857
Prefix No.: C630-1960 P.E.
Prefix No.: C09857

DDB:me

9857 **STATE COPY** N

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8 74		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Umatilla
MODIFICATION NUMBER 1	[illegible]-27-85	Project Number I-82-1(4)01

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 30, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,246,769	$ 1,454,570
Federal funds	$ 1,149,769	$ 1,341,403
Other revisions		

This modification is made for the following reasons: to include increase in construction and construction engineering cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27TH day of AUG, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XXX For: E.S. Hunter, P.E.

Acting State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 21, 1985

FEDERAL AID PROJECT NO. I-82-1(4)01

UMATILLA RIVER-POWER LINE RD. SECTION
MC NARY HIGHWAY
UMATILLA COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y060
UTILITY ADJUSTMENTS

Total as on Estimate of July 25, 1984 $ 200,000.00

TYPE CODE J000
ROADWAY (STA. "SB" 201+41 to STA. "SB" 325+20)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
14'x18' Reinforced Concrete Box Culvert	$ 400.00	280	$112,000.00	337	$134,800.00	
General Excavation for Project Exte. (PA #4A)	2.48			65,287	161,911.76	
			$112,000.00		$296,711.76	
					Increase	$ 184,711.76
		Subtotal from Estimate of July 25, 1984				920,462.16
					Subtotal	$1,105,173.92
					Engineering	138,146.08
					Total	$1,243,320.00

Length of Roadway 2.345 mi.
Cost of Roadway Per Mile $ 530,200.43

Retain in Reserve

Total as on Estimate of July 25, 1984 $ 11,250.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Y060	$ 200,000.00	$ 184,440.00	$ 15,560.00
Roadway	1,243,320.00	1,146,589.00	96,731.00
Subtotal	$1,443,320.00	$ 1,331,029.00	$ 112,291.00
Reserve	11,250.00	10,374.00	876.00
Total	$1,454,570.00	$ 1,341,403.00	$ 113,167.00

Group 1	100%
Contract No.	9857
Prefix:	630-1960 P.E.
Prefix:	C09857

RLC:bkb

9857

1

TO BE COMPLETED BY FHWA		STATE Oregon
7-270	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	COUNTY Umatilla PROJECT NO. I-82-1(4)01

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

2.34 miles of I-82 running southwest from the Umatilla River

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-6-84	2.34

OTHER *(Specify)*

FUNDS Pro-rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,246,769.00	$ 1,149,769.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JUL 30 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 25, 1984

FEDERAL AID PROJECT NO. I-82-1(4)01

UMATILLA RIVER-POWER LINE RD. SECTION
McNARY HIGHWAY
UMATILLA COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE Y060
UTILITY ADJUSTMENTS

Work by Northwest Pipeline Coop.	Lump Sum	All	--	$ 190,559.00
		SUBTOTAL		$ 190,559.00
		Engineering		9,441.00
		TOTAL		$ 200,000.00

TYPE CODE J000
ROADWAY (Sta. "SB" 201+41 to Sta. "SB" 325+20)

Mobilization	Lump Sum	All	--	$ 30,000.00
Clearing and Grubbing	Lump Sum	All	--	45,000.00
Removal of Structure and Obstructions	Lump Sum	All	--	2,040.00
Removal of Ditch Lining	Lin. Ft.	320	6.25	2,000.00
Ditch Excavation	Cu. Yd.	374	3.00	1,122.00
General Excavation	Cu. Yd.	408,987	0.98	400,807.26
Granular Embankment	Cu. Yd.	1,150	4.50	5,175.00
Trench Excavation	Cu. Yd.	1,903	4.00	7,612.00
Finishing Roadbed and Slopes	Lump Sum	All	--	25,000.00
Watering	M-Gal.	25,000	0.00	0.00
Structure Excavation	Cu. Yd.	540	6.00	3,240.00
Aggregate Base	Ton	3,000	7.75	23,250.00
14' x 8' Reinforced Concrete Box Culvert	Lin. Ft.	280	400.00	112,000.00
Reinforced Concrete Transition Section	Each	2	10,000.00	20,000.00
18-inch Culvert Pipe	Lin. Ft.	1,644	12.25	20,139.00
21-inch Culvert Pipe	Lin. Ft.	960	13.25	12,720.00
24-inch Culvert Pipe	Lin. Ft.	64	13.85	886.40
30-inch Culvert Pipe	Lin. Ft.	64	17.00	1,088.00
36-inch Culvert Pipe	Lin. Ft.	250	19.25	4,812.50
Concrete Inlets, Type G-2MA	Each	14	700.00	9,800.00
Concrete Inlets, Type G-2MA Modified	Each	10	700.00	7,000.00

Type 2 Fence	Lin. Ft.	25,480	1.20	30,576.00
Paved Culvert End Slopes	Sq. Ft.	388	5.50	2,134.00
Roadside Seeding, Fertilizing and Mulching	Acre	20	925.00	18,500.00
Fertilizing and Seeding Gravel Blanket	Acre	21	400.00	8,400.00
Mulching	Acre	10	610.00	6,100.00
Gravel Blanket	Sq. Yd.	343,600	0.35	120,260.00
				$ 919,662.16

ANTICIPATED ITEMS

On-the-Job Trainee (1 @ $800)	Lump Sum	All	--	$ 800.00
		SUBTOTAL		$ 920,462.16
		Engineering		115,056.84
		TOTAL		$1,035,519.00

Length of Roadway ------------- 2.345 miles
Cost of Roadway Per Mile ------ $441,585.93

RETAIN IN RESERVE

Irrigation Pipe & Conduit	Lump Sum	All	--	$ 10,000.00
		Engineering		1,250.00
		TOTAL		$ 11,250.00

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	TOTAL COST	FEERAL FUNDS	STATE FUNDS
Y060	$ 200,000.00	$ 184,440.00	$ 15,560.00
Roadway	1,035,519.00	954,955.00	80,564.00
SUBTOTAL	$1,235,519.00	$1,139,395.00	$ 96,124.00
Reserve	11,250.00	10,374.00	876.00
TOTAL	$1,246,769.00	$1,149,769.00	$ 97,000.00

Group 1: 100%
Contract No. 9857
Prefix: 630-1960 P.E.
Prefix: 630-1095

CL:me

9857

August 5, 1987

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

CON 5
9857
9928
10120

Attn: Bob Morrow

Re: Umatilla River-Power Line Road
Contract No. 9857 (Mike Gardner, Project Manager)
Park Place-Clackamas Community College
Contract No. 9928 (Earl Mershon, Project Manager)
Claxter Road NE-Portland Road NE
Contract No. 10120 (Lee Franklin, Project Manager)

It has been brought to my attention that you have filed claims against the Highway Division on each of the above listed projects. It has also been brought to my attention that in each of the above claims the Project Manager and other designees have attempted to review your project records related to these projects and claims.

In spite of oral and written requests for access to your records by the Engineer, you have failed to provide them. The reasons you have given my representatives is that:

a. you don't have them in your possession,
b. You are unavailable, and
c. You aren't ready for them to be reviewed.

I consider this a serious breach of contract and direct you to take immediate action to correct these failures to follow the directions of the Engineer. Should you fail to take immediate action regarding this matter, I will take whatever actions available to me to enforce compliance with the contract and/or declare you in breach.

W. E. Schwartz
Ass't. State Highway Engineer

WES:mk

cc: E. Mershon
M. Gardner
L. Franklin

bc: J. Sollis
W. Cloran
C. O. Fredrickson

9857

April 15, 1987

CON 5 - 9857

United Pacific Insurance Company
Bond Department
33405 Eighth Ave. South C-3000
Federal Way, WA 98003

On March 25, 1987, we wrote to you concerning release of final payment on Contract No. 9857 awarded to Mocon Corporation for work on the Umatilla River-Power Line Road Section of McNary Highway in Umatilla County.

Final payment on this contract is $8,784.27, and the total contract amount is $1,090,638.82, including $17,970.98 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

slp
cc: Mocon Corporation
P. O. Box 3258
Salem, OR 97302

United Pacific Insurance Company
P. O. Box 5669
Portland, OR 97228

bc: C. O. Fredrickson
Walt Hart
Robert Hector

9857

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9857

TO: Commission Services

DATE: March 20, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9857, On Site Work Substantially Completed February 26, 1986

All Work Completed January 26, 1987

Project Umatilla River-Power Line Road

Highway McNary

County Umatilla

Type of Work Grading and Box Culvert

Contractor Mocon Corporation

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

letter written
3-25-87

RECEIVED
MAR 24 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1307

9857

February 3, 1987

CON

Mocon Corporation
P.O. Box 3258
Salem, OR 97302

Time Extension Request
Umatilla River-Powerline Road
Contract No. 9857
FAP No. I-82-1(4)00

Your request for additional time in which to complete the above project has been carefully considered. You requested that the contract completion be adjusted as follows:

Unit "A" - From 11-30-84 to 2-13-85
Unit "B" - From 11-12-85 to 12-3-85

A review of the project records indicates that you were granted a 30-day extension for the completion of Unit "A". It appears that any other delays which were experienced resulted from project scheduling. Work did not begin for two and one-half (2 1/2) months after award of the contract. For these reasons both requests are denied.

There remain 31 days of liquidated damages on Unit "A" and seven (7) days of liquidated damages on Unit "B".

Should you wish to review this matter further, please contact Project Manager Michael Gardner.

W. E. Schwartz
Assistant State Highway Engineer

bc C. O. Fredrickson
R. D. Hector w/att.
Mike Gardner w/att.
FHWA w/att.
Bruce Walton

OBJ:lkm

STATE OF OREGON

INTEROFFICE MEMO

TO: O. B. Jackmond
Contract Administration Engineer

DATE: January 21, 1987

SUBJECT: Time Extension Request
Umatilla River-Powerline Road
Contract No. 9857

Enclosed are time extension requests submitted by the contractor asking for additional contract time for phases A & B. Also enclosed, is an analysis by the project manager and copies of earlier correspondence related to project time.

Phase A specified completion was extended from October 30, 1984 to November 30, 1984 to avoid access problems through a corn field prior to harvest. A copy of P.A. #2 is attached. The contractor signed this P.A. on October 17, 1984 and the harvest was completed October 26, 1984. The transmittal sheet accompanying the P.A. states that the change was initiated by the contractor.

Mike Gardner recommends that no additional time be granted as he believes the reason for failure to complete on time was due to lack of effort on the contractor's part. I concur in that recommendation.

The contractor attributes late completion of Phase B to the additional excavation work added to the project. This question was addressed in an earlier request. Copies of correspondence dealing with that request are attached. The earlier request was denied as it was determined that the late completion was due to lack of effort rather than the added excavation.

I recommend that both requests be denied.

1-27-87
Send Copies
as attachments
George

Warren
Warren Richards
Region 5 Construction Engineer

WR/jef

Attach.

cc: Mike Gardner

CE ___ CAE ___ RECEIVED SPC ___ TC ___
COE ___ OM ___ [illegible]

81.125.1387

jc

U. S. DEPARTMENT OF TRANSP ATION
FEDERAL HIGHWAY ADMIN RATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-82-1(24)001

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00125

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE December 1, 1983

8. FEDERAL ROUTE NUMBER Interstate 82

9. STATE ROUTE NUMBER Primary 70

10. GENERAL LOCATION:
Umatilla River - Power Line Road Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 7/22/86 this will confirm the advance approval date of 12/1/83 contingent upon modification of Project Agreement if additional funds are required for the cost overrun on the actual adjustments to the natural gas transmission pipeline on an actual cost basis estimated to be $232,639; Federal Funds $214,540.

The Agreement with the Northwest Pipeline Corporation is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
AT. HWY ENGR
AUG 25 '86
REFER TO Potter
FOR

Orig to
8/25

14. DATE 8/18/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEI .Y REPORT FOR CONSTRUCTION P JECTS

WEEK ENDING: August 9, 1986
PROJECT NAME (SECTION): Umatilla River - Powerline Rd.
CONTRACT NO: 9857
HIGHWAY: McNary
COUNTY: Umatilla
F A PROJECT NO: I-82-1(4)01
CONTRACTOR: Mocon Corp.
KIND OF WORK: Grading and Box culverts
DATE OF AWARD: july 31, 1984

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 1,496,769.93
ESTIMATED PROJECT COST $ 1,405,802.15
ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN 6.0%

ENGINEERING

AUTHORIZATION $ 106,436.97
COST THIS WEEK $ 0.00
TOTAL TO DATE $ 116,853.50
PERCENT OF AUTHORIZATION 109 %

FIRST NOTIFICATION DATE: Oct. 31, 1984
ESTIMATED DATE OF COMPLETION, OR
SECOND NOTIFICATION DATE AND: Feb. 26, 1986
ESTIMATED SEMIFINAL SUBMITTAL DATE: August 11, 1986
AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 0 WORKERS: 0
PERCENT CONTRACT WORK COMPLETED: 100%

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
Cal.	09/30/84	470	477	101	no
	/ /	0	0	0	
	/ /	0	0	0	
	/ /	0	0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	408,987 cy	3,000 tn	0 tn			
EST. CORRECTED QUANTITIES	396,282 cy	3,000 tn	0 tn			
EST. PERFORMED TO DATE	396,282 cy	0 tn	0 tn			
PERCENT PERFORMED TO DATE	100	0	71	0	0	0

ACTIVITIES THIS WEEK:

Semi-final work continuing.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Finish and submit semi-final work to Region for approval

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Overtime this week: none

F

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN): Michael J. Gardner
Michael J. Gardner

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

DATE: July 22, 1986

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary Potter ORIGINAL SIGNED BY GARY A. POTTER
Manager, Program Section

SUBJECT: Cost Overrun
Natural Gas Transmission Line Relocation
Northwest Pipeline Corporation
Umatilla River-Power Line Road Section
McNary highway (I-82)
Umatilla County
Project No. I-82-1(4)001

RECEIVED
STATE HWY ENGR
JUL 23 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

Reference is made to my letter of December 15, 1983 which submitted an estimate of cost for the relocation of Northwest Pipeline Corporation's natural gas transmission pipeline, and to your Letter of Approval and/or Authorization, dated December 22, 1983 which approved participation in the estimated cost of $190,559. Copies of my letter and your PR-1240 are attached.

The relocation of the natural gas transmission pipeline has been completed and a final billing of cost, in the amount of $232,639.00, received. The final cost of $232,639.00 exceeds the estimated cost of $190,559 by $42,080 or 22.08%. Northwest Pipeline Corporation, in letters dated June 3, 1986 and July 15 1986, has provided an explanation of the cause for overrunning the estimated cost. Copies of the letters are attached.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. Northwest Pipeline Corp. has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $232,639 is requested.

JMC:jh
attach.
cc: E. S. Hunter
J. M. Cartwright
Randi Kobernik
Rick Evans

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

CON 5
9857

DATE: May 7, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. I-82-1(4)01

Contract 9857, Work Completed 2-26-86

Project Umatilla River-Power Line Road

Highway McNary

County Umatilla

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date July 14, 1986

O J Christianson
Dale E. Wilken
Division Administrator

L. W. RULIEN

RECEIVED
STATE HWY ENGR
JUL 24 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

BMW:11

cc: L. Rulien
C. O. Fredrickson
R. D. Hector
B. M. Walton

CPC/FL4

RECEIVED
MAY 13 1986
OREGON DIVISION

734-2023 (2-85)

78-7 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-82-1(4)01

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00125

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT HWY ENGR
JUN -3 '86
REFER TO
Potter
FOR
Info Inves R/D

7. DATE AUTHORIZATION EFFECTIVE February 20, 1986

8. FEDERAL ROUTE NUMBER Interstate 82

9. STATE ROUTE NUMBER Primary 70

10. GENERAL LOCATION:

Umatilla River - Power Line Road Section

11. GENERAL DESCRIPTION OF WORK

Remove Blown Sand

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2/20/86 as requested in Mr. Fredrickson's letter of 5/20/86 as being cost effective for the use of West Extension Irrigation District forces to proceed with the above work.

State Force Order No. 3 is approved to a TEC of $2,640;
Federal Funds $2,434.

14. DATE 6/2/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

735+

N

October 24, 1985

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

CON 5

Re: Time Extension Request
Umatilla River - Powerline Road
Contract No. 9857
FAP No. I-82-1(4)00

Your request for additional contract time in which to complete the above project has been carefully considered. You have requested an additional 45 calendar days of contract time due to an increase in the quantities of General Excavation.

The quantities of General Excavation did increase; however, this increase did not cause a contract time overrun. In accord with Section 108.09 of the Contract Standard Specifications, the amount of time adjustment is determined "as actually affecting the time necessary for completion of the work under the contract". The General Excavation increase did not affect the time necessary for completion of the work under the contract and, therefore, your request must be denied.

Should you wish further review of this matter, please contact Project Manager Michael Gardner.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
R. D. Hector w/att.
M. Gardner w/att.

TE/213

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
Construction Engineer

DATE: September 30, 1985

Attn: O. B. Jackmond

SUBJECT: Time Extension Request
Umatilla River - Powerline Rd.
Contract No. 9857
Umatilla County

Attached is the contractor's request for an additional 45 calendar days to complete the contract work. Mike Gardner's analysis and recommendation is also attached.

Mr. Gardner recommends no additional time be granted as he feels the contractor has not persued the work in an expedious manner. Mike includes a chart showing the contractor's efforts through completion of the general excavation. Note the small number of pieces of equipment used and the fact that the contractor did not commence work until two and one-half months after contract award.

I concur in Mike's recommendation as I feel the sole reason for late completion is due to lack of effort on the contractor's part.

Warren
Warren Richards
Region Construction Engineer

WR/lm

Attachment

cc: Mike Gardner

10-23-85

W. E. Schwartz -

I concur with Region and Project Manager that this request be denied. General exc. overrun did require some time but in actuallity did not delay project completion within the specified time period.

O. B. Jackmond

CE.... CAE.... RECEIVED TS...... TC......
COE.... OM....
OE .... SA.... CC....
CA.......... OCT 2 2 1985 FE..... CP....
CAM .... CONSTRUCTION FQC..........
EEO.......... SECTION QCS..........
FILE..........

Contains Recycled Materials
81-125-1307

9857 jc

cc: OSHD(Coulter)

STATE COPY

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION

☒ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 2	COUNTY Umatilla		DIVISION Oregon
IN COMPANY WITH M. Gardner, Project Manager, OSHD				
DATE OF INSPECTION June 11, 1985	INSPECTION MADE BY D. B. Carter	Original Signed by D. B. Carter Area Engr		PROJECT NO. I-82-1(4)01
QUALITY OF WORK Satisfactory		PROGRESS OF WORK Satisfactory	TIME ELAPSED 68 %	WORK COMPLETED 65 %

UMATILLA RIVER - POWERLINE ROAD SECTION
MC NARY HIGHWAY
Grading & Box Culvert

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUL 1 '85
REFER TO Fredrickson
FOR
Info Inves R/D D/R Sign Act File

7/2 Cy

WORK COMPLETED

Grading	99% complete
Box Culvert	100% complete

WORK IN PROGRESS

The contractor was finishing the subgrade N.B. Station 230 to 260 and producing and placing granular blanket aggregate.

COMMENTS

Granular blanket material is being produced from a cut at the north end of the project. The placement of the material done to date is satisfactory.

Inspection Report No. 1 indicates that the project will be short of material to complete the embankments. This problem has been solved by extending the project northerly to Station 333. This contract change is included in Price Agreement No. 4.

The Bureau of Reclamation has brought to the State's attention a sand blow problem above the Threemile Diversion Dam. This matter is now under active review by the Highway Division. It appears a land use change (farming to non-farming), as a result of the new highway facility may be a factor. It is recommended project funds be used to correct this problem if the condition is highway related and not due to gross negligence on the part of the contractor.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: February 8, 1985

In Reply Refer to
File No.: CON 5

TO: Oregon Transportation Commission

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Umatilla River-Powerline Road Section
McNary Highway, Umatilla County
Contract No. 9857

This federal aid Interstate project is approximately 20 percent finished with completion anticipated in December, 1985, and it now appears that the final cost will exceed the project authorization by $225,000 or eighteen percent.

The amount of excavation material available within the project limits is insufficient to construct the embankments as planned. Revision of the grade line and utilization of a borrow source beyond the project limits are being considered as methods to produce a balance in the quantities required to complete the project. The additional excavation and haul are expected to add approximately $200,000 to the cost of the project.

The estimate of construction engineering and contingency funds required has been increased in proportion to the additional work expected.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $225,000.00 to a new total of $1,496,769.93. This matter will be on the consent calendar for the February 26 meeting.

bc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
R. D. Hector
George Bell

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: February 7, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Umatilla River-Powerline Road Section
McNary Highway, Umatilla County
Contract No. 9857

This federal aid Interstate project is approximately 20 percent finished with completion anticipated in December, 1985, and it now appears that the final cost will exceed the project authorization by $225,000 or eighteen percent.

The amount of excavation material available within the project limits is insufficient to construct the embankments as planned. Revision of the grade line and utilization of a borrow source beyond the project limits are being considered as methods to produce a balance in the quantities required to complete the project. The additional excavation and haul are expected to add approximately $200,000 to the cost of the project.

The estimate of construction engineering and contingency funds required has been increased in proportion to the additional work expected.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $225,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: R. D. Hector
M. J. Gardner
B. M. Walton
W. F. Cobine

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 11 '85
REFER TO
FOR

Info	Invst	R/D	D/R	Sign	Act	File

81-125-1387

Copy

August 6, 1984

CON 5

#9857

Mocon Corporation
P.O. Box 3258
Salem, OR 97302

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9857 for work on the Umatilla River-Power Line Road Section of the McNary Highway in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

bk

Enclosure

cc: United Pacific Insurance Co.
825 NE Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Mike Gardner

MOCON CORPORATION

July 3, 1984

Office of Commission Services
Room 121
State Transportation Building
Salem Oregon 97310

Attention: Mr. Robert W. Gormsen

Project: Umatilla River-Power Line Rd.
Box Culvert and Grading
Umatilla County

Re: Documentation of DBE/MBE/WBE Participation

Gentlemen:

MOCON Corporation will utilize the following subcontractors for the various items of work listed to fulfill contract DBE/MBE/WBE goals. These goals are:

DBE - $64,376.
WBE - $ 9,197.

1- Aichele Landscaping, Inc. (WBE-$23,000)
11360 S E Stevens
Portland Oregon 97266
503-654-8816
Ben Fox

24. Roadside Seeding & Mulching	$18,500
25. Fertilizing & Seeding Gravel Blanket	8,400
26. Mulching	6,100

2- R. E. Smith Co. (DBE - $66,136)
P O Box 473
Vashon Washington 98070
206-463-9127
Bob Smith

13. Rebar in Box Culvert	$35,560
22. Type 2 Fence	30,576

By utilizing the above subcontractors, MOCON'S participation exceeds the contract goals as follows:

PARTICIPATION	GOAL	ACTUAL	% OF GOAL
DBE	64,376	66,136	103%
WBE	9,197	23,000	250%

Please call if there any questions. Thank you.

RECEIVED
JUL 5 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,
MOCON CORPORATION
Wade H. Wakayama
Wade H. Wakayama

WHW/bjh

cc Kay Turner

P.O. BOX 3258 / SALEM, OREGON 97302 / TELEPHONE 503/399-1470

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-82-1(4)01

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00125

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/1/83	8. FEDERAL ROUTE NUMBER Interstate 82	9. STATE ROUTE NUMBER Primary 70

10. GENERAL LOCATION:
Umatilla River - Power Line Road Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 6/12/84 and the reasons stated I approve the withdrawal of the increased Federal Share under Public Law 97-424 Section 145 under appropriation code 04N for utility preparatory work and actual adjustments.

RECEIVED
STATE HWY ENGR
JUN 15 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to
6/19

14. DATE 6/12/84	15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

nig [illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-82-1(4)001

2. STATE PROJECT NO. See below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon 6-6-84

4. PROGRAM NO.

5. ITEM NO. 00125

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

orig w/ att. to [illegible] 6/15

RECEIVED
STATE HWY ENGR
JUN 15 '84
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE 6-6-84

8. FEDERAL ROUTE NUMBER Interstate 82

9. STATE ROUTE NUMBER Primary 70

10. GENERAL LOCATION:

UMATILLA RIVER - POWER LINE ROAD SECTION

11. GENERAL DESCRIPTION OF WORK

Grading and Box Culvert

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated May 10, 1984.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost-effective.

Mr. Potter's June 4, 1984 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,266,450; Federal Funds $1,167,929.

The above authorization is on the condition that horizontal curve No Passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 6-6-84

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9K57

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-82-1(4)001

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

12-22-83

4. PROGRAM NO.

5. ITEM NO. 00125

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 6 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to 1/6

7. DATE AUTHORIZATION EFFECTIVE 12/1/83

8. FEDERAL ROUTE NUMBER Interstate 82

9. STATE ROUTE NUMBER Primary 70

10. GENERAL LOCATION:

Umatilla River - Power Line Road Section

11. GENERAL DESCRIPTION OF WORK

Revised utility costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 12/15/83 I approve the revised TEC for Northwest Pipeline Corporation's relocation of their natural gas transmission line to $190,559 Federal Funds $175,733.50 regular matching ratio under appropriation code 042 and $14,825.50 under increased Federal share appropriation code 04N.

14. DATE 12/22/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

r Reply Refer to
File No.:

December 15, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

Gary A. Potter

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Revised Estimate of Cost
Natural Gas Transmission Line Relocation
Northwest Pipeline Corporation
Umatilla River-Power Line Road Section
McNary Highway (I-82)
Umatilla County
Project No. I-82-1(4)001

Reference is made to my letter of November 8, 1983 which submitted an estimate of cost for the adjustment of Northwest Pipeline Corporation's natural gas transmission pipe line facilities.

Further review of Northwest Pipeline Corporation's estimate of cost revealed that an administrative overhead (10%) had been applied to outside services. This is not allowed under Oregon State Highway Division Accounting Policies and Procedures. Appropriate adjustments have been made and the revised estimate of cost is $190,559. Your approval and participation in the revised estimated cost of relocation is requested.

JMC/GAP/llr
Enclosure
cc: ✓E. S. Hunter
D. E. Swan
Jack M. Cartwright
Harlin Gerlach

RECEIVED
TECHNICAL SERVICES
DEC 19 '83
REFER TO
FOR
Info Invest R/D D/R Sign Act File

Form 734-3122

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-82-1(4)001

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00125

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/1/83	8. FEDERAL ROUTE NUMBER Interstate 82	9. STATE ROUTE NUMBER Primary 70

10. GENERAL LOCATION:

Umatilla River - Power Line Road Section

11. GENERAL DESCRIPTION OF WORK

Utilities

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
X☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Swan's letter of 11/15/83 you are authorized to proceed with utility preparatory work and actual adjustments at a TEC of $200,000. Regular Federal-aid matching ratio, appropriation code 042, $184,440 and increased Federal share (PL 97-424 Section 145) appropriation code 04N in amount of $15,560.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manaual.

RECEIVED
STATE HWY ENGR
DEC 6 '83
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig. to
12/6

14. DATE 12/1/83	15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-82-1(4)001
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00125

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/1/83
8. FEDERAL ROUTE NUMBER Interstate 82
9. STATE ROUTE NUMBER Primary 70

10. GENERAL LOCATION:
Umatilla River - Power Line Road Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW
- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 11/8/83 and contingent upon modification of Project Agreement if additional funds are required you are authorized to proceed with the actual adjustment to Northwest Pipeline Corporation's natual gas transmission line relocation. Reimbursement on an actual cost basis is approved. Since the utility is not adequately staffed or equipped to perform this portion of work the contract method is approved. TEC $186,800, regular Federal-aid matching ratio appropriation code 042 $172,267 and increased Federal share (PL 97-424 Section 145) appropriation code 04N $14,533.

I approve the agreement with Northwest Pipeline Corporation.

Approval and participation for the eligible portion of the work authorized above is subject to the provision of the Federal-aid Program Manaual.

RECEIVED
STATE HWY ENG
DEC 6 '83
REFER TO Potter
FOR
Info | Invest | R/D | D/D | Sign | Act | File

Orig. to 12/6

14. DATE 12/1/83
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9157

November 8, 1983

RECEIVED
TECHNICAL SERVICES

10 '83

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: for D E Swan
Gary A. Potter
Manager, Program Section

SUBJECT: Natural Gas Transmission Line Relocation
Northwest Pipeline Corporation
Umatilla River-Power Line Road Section
McNary Highway (I-82)
Umatilla County
Project No. I-82-1(3)00

Here is a copy of an estimate of cost to adjust Northwest Pipeline Corporation's natural gas transmission pipeline facilities dated October 26, 1983, and a sketch showing their proposed relocation. The actual relocation work will be let to a low bid contract by the Corporation.

A certification prepared by Harlin Gerlach as to the Corporation's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Corporation dated July 26, 1983 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Corporation's facilities.

Your approval of the actual cost agreement and contract method, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $186,800.

JMC/GAP/llr
Enclosure
cc: E. S. Hunter
D. E. Swan
Jack M. Cartwright
Harlin Gerlach

I-82

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-82-1(1)
Columbia River - Interstate 84
Br #16437-16438, Third Street O'Xing
Br #16445-16446, West Extension Canal O'Xing

Date: October 16, 1981

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. W. J. Hart, Bridge Engineer

copy
#0737

Mr. Wallace's letter of June 17, 1981, submitted the above structures for preliminary review. We have not received the Foundation Report and our comments are prefaced with this in mind.

Third Street Overcrossing:

The selection of Type III beams with spans of 58'-81'-70' continuous for live load only are acceptable. Also we will approve the HS 25 loading for this project.

West Extension Canal Overcrossing:

These structures appear too long for the existing canal. We recommend you study a berm of only 3'-5' beyond the existing concrete ditch lining as a sufficient distance for sizing the bridges and placing the footings. This should adequately protect the irrigation canal.

The reduced length of structures should save $15,000 - $20,000.

For Dale E. Wilken

RECEIVED
STATE HWY ENGR
OCT 19 '81
REFER TO

FOR

Info	Invits	R/D	D/R	Sign	Act	File

1157

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DES 23
16445
16446

October 13, 1983

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED
JERALD E. BACKSTRAND

Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: West Extension Canal Overcrossing
Umatilla River - Powerline Road Section
McNary Highway I-82
Umatilla County
Bridges 16445 and 16446

Enclosed are three copies of the foundation report for these bridges. This is being sent to complete our preliminary submittal of June 17, 1981.

JMT:jrb

cc: ~~E. S. Hunter~~
Gary Potter
R. D. Hector

RECEIVED
TECHNICAL SERVICES

OCT 17 '83

REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

In Reply Refer to
File No.:

DES 23
16437
16438
16445
16446

June 17, 1981

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street
Salem, OR 97301

copy
#7737

Third Street Overcrossing 16437 and 16438
West Extension Canal Overcrossing 16445 and 16446
Columbia River-Interstate 84
McNary (I-82)
Umatilla County

Enclosed are two reduced prints of Drawings 36075, 35483, 36086 and 35489 which are the preliminary plan and elevations and vicinity maps for these structures. Also enclosed are two prints of the approved geometric sheet for the Columbia River Highway interchange. Copies of the foundation reports will be forwarded when they become available. The alignment and roadway width are in accordance with the standards governing the project. Minimum length structures consistent with the crossing section requirements are proposed.

For the canal structures, precast prestressed slab spans are proposed, providing a minimal cost crossing. Box culverts were considered but ruled out to avoid disturbance to the existing concrete-lined canal.

For the Third Street structures, precast prestressed beam spans were elected to provide a low maintenance, minimal cost crossing. Other alternates considered were a three-span poured-in-place reinforced concrete box girder, and a single-span post-tensioned concrete box girder. These alternates were eliminated due to estimated higher costs and in consideration that the Third Street crossing does not warrant extra cost for architectural reasons.

RECEIVED
TECHNICAL SERVICES

JUN 1 8 '81

REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 734-3122

The estimated costs of these structures, including an allowance for engineering and contingencies, are $311,000 for the West Extension Canal Overcrossing (16445 and 16446) and $1,265,000 for the Third Street Overcrossing (16437 and 16438).

We request your approval of our preliminary plan and your concurrence that this project is eligible for FAI funding.

Walter J. Hart
Bridge Engineer

L. L. Wallace
Assistant Bridge Engineer

Enclosures

cc: ✓E. S. Hunter
D. H. Moehring
Lyle Watson /w/ 1 set encls.
W. E. Schwartz /w/ 1 set encls.
H. S. Oswald /w/ 1 set encls.
Gary Potter /w/ 1 set encls.

1984 Corvallis E.C.L.-Hewlett 9858
Packard Intersec. of Albany-Corvallis
Hwy. (Grading & paving)

jc cc: OSHD (L. W. Rulien) **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Benton	DIVISION Oregon
DATE OF REPORT 4/23/86	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. F-10(7)
COMPLETION DATE (Actual) 10/31/84	ACCEPTANCE DATE BY CONRTACT AGENCY September 30, 1985	TIME ELAPSED 100 %	CONTRACT TIME October 31, 1984

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CORVALLIS ECL - HEWLETT/PACKARD
ALBANY - CORVALLIS HIGHWAY
Grading and Paving

This project provided for improving the existing two lane facility by adding curbed drainage, 6-foot shoulder/bike lanes and a left turn lane at the northeasterly end of the project.

The contract work was awarded to Morse Bros. Inc., on July 20, 1984. Work Started August 31, 1984 and was completed on October 31, 1984. There were no major overruns or underruns.

Final inspection of the completed project was made November 6, 1984.

- WHK -

NOTED
W. E. SCHWARTZ

5/6

RECEIVED
STATE HWY ENGR
MAY 02 '86
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE William H. Kappus		SIGNATURE G. K. Hussner	
TITLE Area Engineer	DATE 4/25/86	TITLE Field Operations Engineer	DATE 4/30/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9858

✓

November 22, 1985

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9858

On October 17, 1985, we wrote to you concerning release of final payment on Contract No. 9858 awarded to Morse Bros., Inc. for work on the Corvallis E.C.L.-Hewlett Packard Intersection Section of the Albany-Corvallis Highway in Benton County.

Final payment on this contract is $9,852.46 and the total contract amount is $400,974.05 including $6,977.88 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

FKN:arc

NOTED ON CARD
11-22-85ac

9858

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: September 30, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9858, On Site Work Substantially Completed October 31, 1984

All Work Completed February 6, 1985

Project Corvallis E.C.L.-Hewlett Packard Intch.

Highway Albany-Corvallis

County Benton

Type of Work Grading and Paving

Contractor Morse Bros. Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

10-17-85 - surety letter written (ac)

noted
RW Gormsen

m Oct 17

RECEIVED
OCT 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

rll

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-10(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Benton

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40091

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/15/85

8. FEDERAL ROUTE NUMBER Primary 10

9. STATE ROUTE NUMBER Primary 31

10. GENERAL LOCATION:
Corvallis East City Limits - Hewlett Packard Intersection

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested by Mr. Potter's letter of 3/13/85 I approve the revised Preliminary Engineering costs to a TEC of $47,800; Federal Funds $42,135.

(Increase TEC $23,000; Federal Funds $20,274 for Preliminary Engineering charges prior to 6/20/84.)

RECEIVED
STATE HWY ENGR
MAR 25 '85
REFER TO Potter
FOR
[illegible] Sign [illegible] File

Orig to
3/25

14. DATE 3/21/85

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Corvallis E.C.L. - Hewlett Packard Int.	WEEK ENDING February 9, 1985	SECTION PREFIX 2-1010
HIGHWAY Albany-Corvallis	COUNTY Benton	
NAME OF JOB Covallis ECL - Hewlett Packard	KIND OF WORK Grading & Paving	
CONTRACTOR Morse Bros. Inc.	CONTRACT NUMBER 9858	FEDERAL AID PROJECT NUMBER F-10(7)
DATE OF CONTRACT July 20, 1984	DATE WORK STARTED August 3, 1984	ESTIMATED COMPLETION DATE October 31, 1984
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS	WORK DAYS USED CALENDAR DAYS USED
PROJECT AUTHORIZATION $480,681.35	SPECIFIED COMPLETION DATE October 31, 1984	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $442,565.65	ENGINEERING AUTHORIZATION $38,115.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $398,806.00	ENGINEERING COST TO DATE $70,472.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98
ESTIMATED PERCENT: OVERRUN / UNDERRUN -10 %	PERCENT OF AUTHORIZATION 185 %	DATE PROJECT WAS COMPLETED: October 31, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.61	0.61			0.61
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.61	0.61			0.61
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,465cy	4,150tn			4,300tn
TOTAL QUANTITIES CORRECTED TO DATE	1,211cy	4,393tn			4,297tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,211cy	4,393tn			4,297tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

****

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE F CAE .... RECEIVED LS...... TC......
COE.... OM.... SA...... CC......
OE .... FEB 12 1985 PE...... CP......
CA.............. PQC..............
CAM .... CONSTRUCTION QCS..............
EEO.............. SECTION FILE..............

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

03 SUNDAY	No activity.
04 MONDAY	No activity.
05 TUESDAY	No activity.
06 WEDNESDAY	No activity.
07 THURSDAY	No activity.
08 FRIDAY	No activity.
09 SATURDAY	No activity.

REMARKS

STATUS: No activity this week.

Third Notification was issued February 6, 1985.

The project is completed.

*** FINAL REPORT ***

SIGNED Alva D. Vohland LOCATION Corvallis

Alva D. Vohland, Project Manager 080-16

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

7858

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-10(7)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Benton

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division 1/11/85

4. PROGRAM NO.

5. ITEM NO. 40091

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/9/84

8. FEDERAL ROUTE NUMBER Primary 10

9. STATE ROUTE NUMBER Primary 31

10. GENERAL LOCATION:
Corvallis ECL - Hewlett Packard Interchange

11. GENERAL DESCRIPTION OF WORK
Furnish and install raised pavement markers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 11/9/84 as requested in Mr. Fredrickson's letter of 12/19/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $200; Federal Funds $176.

RECEIVED
STATE HWY ENGR
JAN 14 '85
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig to 1/15

14. DATE 1/14/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-10(7)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Benton

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 40091

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/23/84
8. FEDERAL ROUTE NUMBER Primary 10
9. STATE ROUTE NUMBER Primary 31

10. GENERAL LOCATION:
Corvallis ECL - Hewlett Packard Interchange

11. GENERAL DESCRIPTION OF WORK
Bikeway signs - striping and legend

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10/23/84 as requested in Mr. Fredrickson's letter of 11/1/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $2,300; Federal Funds $2,027.

RECEIVED
STATE HWY ENGR
NOV 27 '84
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig to 11/27

14. DATE 11/26/84
15. SIGNATURE OF APPROVING OFFICIAL G K Hessner
16. TITLE for Division Administrator

FORM FR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

kke

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
FR-10(7)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Benton

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40091

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
8/23/84

8. FEDERAL ROUTE NUMBER
Primary 10

9. STATE ROUTE NUMBER
Primary 31

10. GENERAL LOCATION:
Corvallis ECL - Hewlitt Packard Interchange Section.

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program Change
See below

13. REMARKS

As requested by Mr. Potter's letter of 8/23/84 the Program Change is approved as follows:

1) Appn Code --- Change to read "110".
2) Project No. --- Change to "FR-10(7)".
3) Class of Federal Funds --- Change to "Primary System Resurfacing, Restoration and Rehabilitation".

RECEIVED
STATE HWY ENGR
SEP 7 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE
8/23/84

15. SIGNATURE OF APPROVING OFFICIAL
G. K. H

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

August 9, 1984

Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

CON 5

#9858

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9858 for work on the Corvallis E.C.L.-Hewlett Packard Intersection of the Albany-Corvallis Highway in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

bk
Enclosure

cc: Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Duane Christensen
Al Vohland

MORSE BROS.
Highway Construction Group

July 18, 1984

Office of Commission Services
State Transportation Building, Room 121
Salem, OR 97310

Subject: Corvallis E.C.L. - Hewlett Packard
Minority Business Enterprise Contract Provisions

Gentlemen:

In accordance with supplemental required contract provisions, with respect to MBE/DBE/WBE utilization on the above referenced project, Morse Bros. proposes to subcontract to the following:

Arrow Brothers Corporation
AGC Center No.310
9450 SW Commerce Circle
Willsonville, OR 97070

Bede Nishimura
682-2100

Bid Item	Quantity	Sub. Unit Price	Extension
8	L.S.	2,100.00	$ 2,100.00
26	2600	8.95	23,270.00
27	4	300.00	1,200.00
28	2	300.00	600.00
29	6	100.00	600.00
30	70	28.00	1,960.00
39	38	18.50	703.00
40	6	18.50	111.00
41	6	12.00	72.00
42	4	90.00	360.00
43	1	250.00	250.00
44	1	80.00	80.00
Total Subcontract =			$31,306.00

Romero/Cabrera Sign Co.
11375 SW Lakewood Court
Tigard, OR 97223

Jose Romero
620-3851

Bid Item	Quantity	Sub. Unit Price	Extension
2	L.S.	525.00	$ 525.00
3	133	13.50	1,795.50
4	2	18.00	36.00
5	37	18.00	666.00
6	1,000	8.00	8,000.00
		Total Subcontract =	$11,022.00

Total MBE/DBE % = $\frac{\$\ 42,328.00}{\$405,907.00}$ = 10.4%

Tri V Pilot Car and Flagging
Rout 1, Box 30 H-10
Philomath, OR 97370

Shirley VanDenBerg
929-6334

Bid Item	Quantity	Sub. Unit Price	Extension
2	L.S.	500.00	$ 500.00
7	150	25.00	3,750.00
		Total Subcontract =	$ 4,250.00

Total WBE % = $\frac{\$\ \ 4,250.00}{\$405,907.00}$ = 1.0%

If you have any questions regarding this matter, please contact me at 928-6491.

Sincerely,

MORSE BROS. INC.

Stan Barton

Stan Barton
Cheif Estimator

mec

RECEIVED
JUL 18 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9357

STATE COPY

TO BE COMPLETED BY FHWA		STATE Oregon
8-72	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	COUNTY Benton
		PROJECT NO. F-10(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 20, Corvallis ECL; NE 0.6 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-20-84	0.606

OTHER *(Specify)*

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 479,897.00	$ 423,028.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Manager, Program Section
(Title)

XXXX For: H.S. Coulter, P.E.
By
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator AUG 7 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon August 1, 1984

Federal Aid Project No. F-10(7)

Corvallis ECL-Hewlett Packard Intersection Section
Albany-Corvallis Highway
Benton County

PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 482+00 to Sta. 518+00)

Mobilization	Lump Sum	All	Lump Sum	$ 33,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	3,800.00
Temporary Signs	Sq. Ft.	133	13.50	1,795.50
Temporary Barricades	Each	2	18.00	36.00
Temporary Plastic Safety Markers	Each	37	18.00	666.00
Flaggers	Hour	1,000	10.00	10,000.00
Pilot Car	Hour	150	33.00	4,950.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	12,000.00
General Excavation	Cu. Yd.	2,465	8.00	19,720.00
Trench Excavation	Cu. Yd.	900	8.40	7,560.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	1,400.00
Aggregate Shoulders	Ton	850	7.30	6,205.00
Cement Treated Base Mixture	Ton	3,300	10.00	33,000.00
Portland Cement in CTB Mixture	Ton	182	71.00	12,922.00
Class C Asphalt Concrete Mixture	Ton	4,300	17.75	76,325.00
Asphalt Cement in Mixture	Ton	260	171.00	44,460.00
Hydrated Lime in Mixture	Lin. Ft.	52	1.00	52.00
12-inch Culvert Pipe	Lin. Ft.	96	23.00	2,208.00
12-inch Storm Sewer Pipe	Lin. Ft.	288	25.00	7,200.00
18-inch Storm Sewer Pipe	Lin. Ft.	1,300	29.00	37,700.00
Extra for Pipe Under Pavement	Lin. Ft.	68	10.00	680.00
Concrete Inlets, Type CG-3 Modified	Each	11	500.00	5,500.00
6-inch Drain Pipe	Lin. Ft.	2,866	4.30	12,323.80
Gravel in Drains	Cu. Yd.	245	15.00	3,675.00
Guard Rail, Type 2A	Lin. Ft.	2,600	9.00	23,400.00
Guard Rail Anchors, Type 1	Each	4	300.00	1,200.00
Guard Rail Anchors, Type 1 Modified	Each	2	300.00	600.00
Rail End Pieces, Type C	Each	6	100.00	600.00

Extra for 8-foot Posts	Each	70	28.00	1,960.00
Concrete Curbs	Lin. Ft.	2,540	5.15	13,081.00
Extra for Asphalt Approaches	Each	11	200.00	2,200.00
Extra for Asphalt Ditch Lining	Sq. Yd.	100	23.00	2,300.00
Drainage Curbs	Lin. Ft.	2,150	1.35	2,902.50
Geotextile Fabric in Drains	Sq. Yd.	2,320	1.00	2,320.00
Geotextile Fabric in Stabilization	Sq. Yd.	170	2.00	340.00
Rock Gabions	Cu. Yd.	85	115.00	9,775.00
Loose Riprap, Class 50	Cu. Yd.	185	35.00	6,475.00
Delineators, Type 2	Each	38	18.50	703.00
Delineators, Type 3	Each	6	18.50	111.00
Delineators, Type 4	Each	6	12.00	72.00
				$ 405,217.80

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,900.00
Temporary Pavement Striping	All Required	700.00
Roadside Seeding & Mulching	All Required	500.00
		$ 3,100.00
	Subtotal	$ 408,317.80
	Engineering	55,122.20
	Total	$ 463,440.00

Length of Roadway	0.606
Cost of Roadway Per Mile	$ 764,752.48

Retain in Reserve

Permanent Signing		$ 1,500.00
Bikeway Signs		1,000.00
Bikeway Striping & Legend		1,300.00
Soft Grade Removal		10,000.00
Raised Pavement Markers		700.00
	Subtotal	$ 14,500.00
	Engineering	1,957.00
	Total	$ 16,457.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 463,440.00	$ 408,522.00	$ 54,918.00
Reserve	16,457.00	14,506.00	1,951.00
Participating Total	$ 479,897.00	$ 423,028.00	$ 56,869.00
Nonparticipating	690.00	----	690.00
Grand Total	$ 480,587.00	$ 423,028.00	$ 57,559.00

Group 1 99% Group 8 1%
Contract No. 9858
Prefix: 2-1972 P.E.
Prefix: 2-1010
WH:bkb

Nonparticipating State Work

Signle Mailbox Supports	Each	4	90.00	$ 360.00
Multiple Mailbox Supports	Each	1	250.00	250.00
Concrete Collars	Each	1	80.00	80.00
				$ 690.00

Engineering - 31

CONFIDENTIAL
For official use of
Highway Division Personnel Only
DO NOT DISTRIBUTE OR DUPLICATE

RECEIVED
Vorster
Anderson
Adams
Edwards
Trout
Wakeroig
ROAD DESIGN SECTION
Action

UNIVERSITY OF OREGON

July 25, 1984

TO: Environmental Section, Highway Division
Oregon Department of Transportation
324 Capitol Street
Salem, Oregon 97310

Attention: Pieter Dykman

FROM: Richard M. Pettigrew, Survey Archaeologist for Highways

SUBJECT: Report on the archaeological survey of the Corvallis East City Limits-Hewlett Packard Intersection Section, Albany-Corvallis Highway, Benton County

The archaeological survey of the proposed improvements of the Corvallis East City Limits-Hewlett Packard Intersection Section of the Albany-Corvallis Highway in Benton County was completed by myself on June 19, 1984. The project area (see attached map) is located in sections 25, 35 and 36, T11S, R5W, Will. Mer., at an elevation ranging from 217 to 228 feet above mean sea level.

The proposed project is to widen this section of two-lane road to provide a paved median, wider travel lanes, and a bikeway on both sides, as well as wider shoulders. Widening will be substantial, more than doubling the existing 18-foot paved surface, but the section will remain a two-lane highway.

The project area is located in the Willamette Valley, on the west bank of the Willamette River, and so is entirely on floodplain sediments. The topography is quite flat in the project vicinity, and the highway is about 30 feet above the normal level of the river, which here runs from southwest to northeast. Soils are predominantly a gray-brown homogeneous alluvial silt, and are probably less than 11,000 years old. Thus, while we would not expect to find traces of the earliest human presence in western Oregon (estimated to be about 12,000 years old), it would not be surprising to find prehistoric sites of 5,000 years of age or younger there.

The climate of the Corvallis vicinity is similar to that of the Willamette Valley in general, with the Coast Range to the west offering protection from the harsher effects of winter storms and the Cascades to the east

OREGON STATE MUSEUM OF ANTHROPOLOGY • COLLEGE OF ARTS AND SCIENCES • EUGENE, OR 97403-1218 • (503) 686-3034
An Equal Opportunity, Affirmative Action Institution

warding off the temperature extremes of the more continental climate east of that range. Average annual precipitation is 40 inches, very little of which falls in the summer. The temperature is mild throughout the year, with readings below 30°F in the winter and above 90°F in the summer outside the norm for the area.

The natural vegetation of the Valley has been significantly modified by agricultural development and introduced species. Even before modern influences, however, apparently intentional burning by aboriginal people kept the greater part of the valley bottomland and adjacent hills, including the project area, in grassland and oak savannah. Occasional groves of Douglas fir were present also, and riparian vegetation was dominated by willow, black cottonwood, alder, and Oregon ash. South-facing slopes of hills were often bald or in oak groves. At present the project area margins are mostly cultivated fields (especially mint) and residential yards. The west side near the north end of the section, from station 494 to the northern terminus, is part of the lawn surrounding the Hewlett-Packard facility, and the east side near the north end, from station 492 to the north end of the section, resembles a natural riparian plant community, with big oaks, Douglas fir, and a thick brushy understory. The remainder of the east side to the south is covered by rip-rap to the water's edge.

Game animals that could have been hunted in the project vicinity by aboriginal people include deer, elk and bear. These and vegetable resources such as acorns may have been the primary food items attracting people to the vicinity in prehistoric times, but no evidence suggests that any food item was concentrated there more than in adjacent localities. Fish resident in the river may have been exploited as well, but salmon runs, if they existed, were probably not very productive because of the obstacle at Willamette Falls downstream.

Soils throughout the project area, particularly on the west side, were generally quite visible, especially because of cultivation in the fields and the cutbank in the ditch alongside the road.

A search of the Oregon Archaeological Survey files of OSMA indicates that at least 10 sites, six archaeological surveys and two professional archaeological excavations are recorded within 10 miles of the project area. Most of the archaeological sites are alongside major streams, including the Willamette and Calapooya rivers. The Calapooya River is especially well known for the many midden mounds clustered alongside it, including some that may not be recorded in the site file. The relative lack of systematic archaeological exploration in this region, however, makes it impossible to be sure that this pattern represents the actual regional site distribution. Although most sites in the southern Willamette Valley are located on tributaries, it seems reasonable to expect some to be found on the Willamette River itself, and indeed such sites do exist.

No evidence of archaeological sites was found during the survey. Consequently, no further mitigating action is recommended for archaeological resources. It is possible that sites that unavoidably escaped notice during the survey will be exposed during the removal of soil and vegetation by construction. In such an event the staff of OSMA should be notified of the discovery before the remains are disturbed further. This action will satisfy the requirements of Section 105.13, Standard Specifications for Highway Construction, which stipulates that archaeological remains found during construction be properly recorded or preserved before they are destroyed.

Evidence of an archaeological site in this area may include flakes of basalt, chert-like stone or obsidian from the manufacture of flaked stone tools, flaked stone tools such as projectile points ("arrowheads") and flaked cobbles, stone bowls (mortars) and pestles, charcoal deposits and fire-cracked rock, bones, and shell deposits.

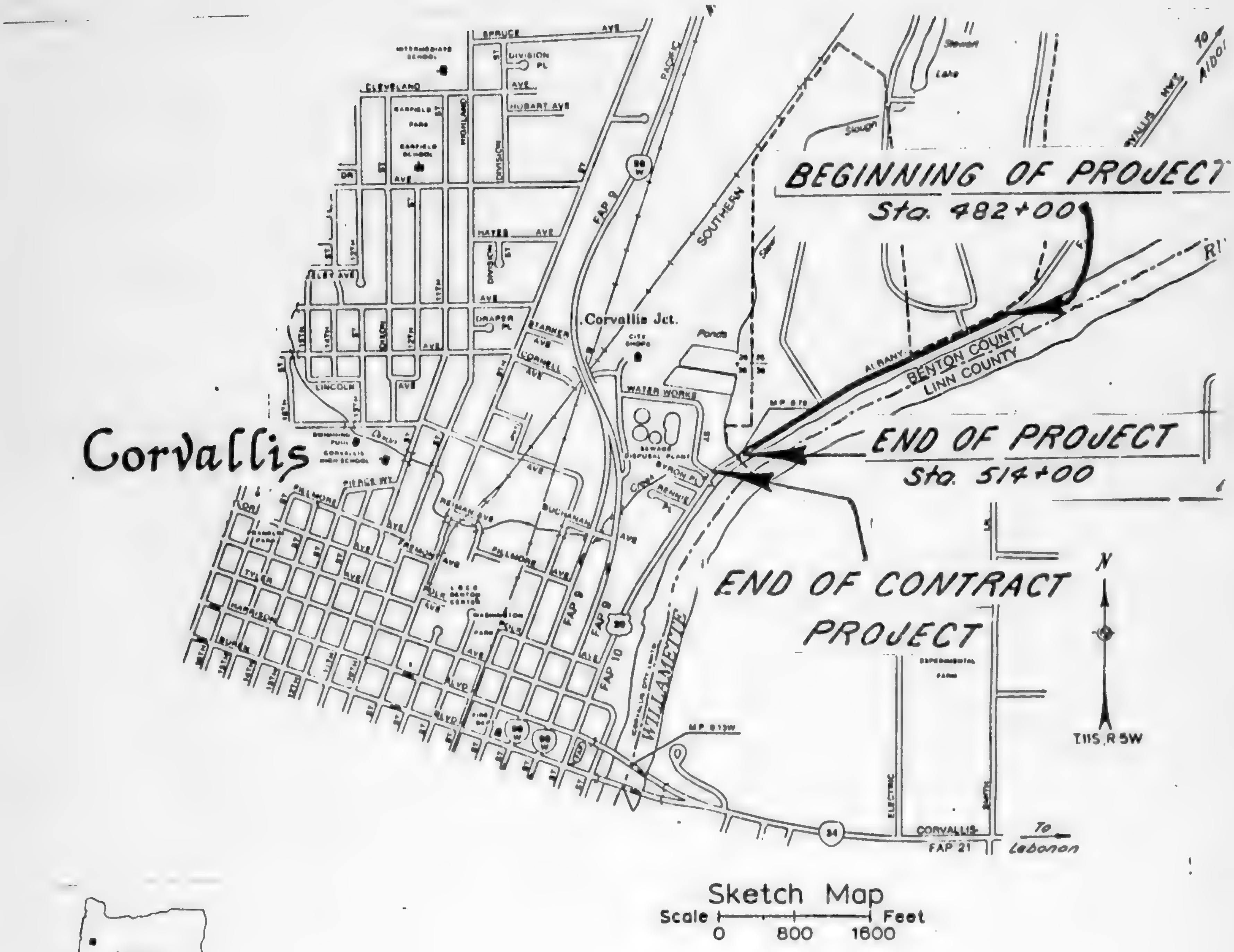
Under Oregon law (ORS 97.745), "Persons disturbing native Indian graves through inadvertence, including by construction...shall at their own expense reinter the human remains under supervision of the appropriate Indian tribe." Failure to comply is a class A misdemeanor, and an Indian tribe has the right to file a civil action against a violator. Since Indian burials are often isolated, it is not possible to predict whether or not they will occur in the project area. If a human burial is found, first report it to OSMA so that it can be identified as Indian or non-Indian. If Indian, it should be reported to officials of the Commission on Indian Services in Salem for a determination of the appropriate Indian tribe. If non-Indian, it should be reported to the Benton County Sheriff.

Although the hills around Corvallis are known to contain two fossil-bearing formations, the nearest exposures of these formations are some distance from this project area. Elsewhere in the Willamette Valley, however, unconsolidated sediments such as those underlying the project area have produced the bones of extinct large mammals (bison, mammoth, etc.) that inhabited the area prior to about 11,000 years ago. The discovery of such fossils here is not likely, but is still possible. If fossilized bones, or any other kinds of fossils, are found during construction, they should be sent to the Department of Geology, University of Oregon, for identification and recording. Collection data (a description of the location and deposits) should accompany the specimens. If concentrations of bones (over ten bones per cubic foot or several large bones) are found, work should be stopped at the location and OSMA should be contacted for further instructions.

Distribution:
5 - Oregon Department of Transportation
1 - State Historic Preservation Office
1 - D. E. Dumond
1 - R. M. Pettigrew

CORVALLIS E. C. L. - HEWLETT PACKARD INTERSECTION SEC.

ALBANY - CORVALLIS HIGHWAY
BENTON COUNTY


BEGINNING OF PROJECT
Sta. 482+00
END OF PROJECT
Sta. 514+00
END OF CONTRACT PROJECT
Corvallis
Corvallis Jct.
BENTON COUNTY
LINN COUNTY
WILLAMETTE
SOUTHERN
PACIFIC
To Albany
To Lebanon
T11S, R5W
N
Sketch Map
Scale
Feet
0
800
1600

OREGON
QUADRANGLE LOCATION

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-10(7)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Benton
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 40091
6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 27 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Ad | File

Org. to
6 27

7. DATE AUTHORIZATION EFFECTIVE 6/20/84
8. FEDERAL ROUTE NUMBER Primary 10
9. STATE ROUTE NUMBER Primary 31
10. GENERAL LOCATION:
Corvallis ECL - Hewlett Packard Interchange Section
11. GENERAL DESCRIPTION OF WORK
Grading and paving
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 6/20/84.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 6/18/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $446,798; Federal Funds $393,309.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 6/20/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9554

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: June 8, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40091
Project No. F-10(7)
Corvallis E.C.L. - Hewlett Packard Intersection Sec.
Albany-Corvallis Highway
Benton County

Attached data consists of PR-1 form with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 12, 1984.

A copy of the Clearinghouse review was previously forwarded.

DRH:me
Attachments
cc: D.O. Christensen (Region 2)
General Files

Form 734-3122

nig

9858

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-10(5) CON 31-4

2. STATE PROJECT NO. See below Albany-Corvallis

2A. COUNTY NAME Benton

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

11-10-83

4. PROGRAM NO.

5. ITEM NO. 40091

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-10-83

8. FEDERAL ROUTE NUMBER Primary 10

9. STATE ROUTE NUMBER Primary 31

10. GENERAL LOCATION:
CORVALLIS EAST CITY LIMITS - HEWLETT PACKARD INTERSECTION

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- * ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

* Including archeological salvage and utility preparatory work TEC $24,800; FF $21,861.

13. REMARKS

As requested by Mr. Swan's PEA dated November 7, 1983.

RECEIVED
STATE HWY ENGR
NOV 16 '83
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig. to
11/17

14. DATE 11-10-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7858

CON 21-4 [illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

PROGRAM SECTION
November 1, 1983
cc: FHWA (2)
State Highway Engineer
Location Unit
Right of Way Section
Road Design Section (3)
Environmental Section
Bridge Section
Aeronautics Division
Federal Aid Group
C. O. Fredrickson, Region 2
J. L. Gunter, District 4

CONCLUSIONS

NOTED
H.S. COULTER

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: CORVALLIS ECL-HEWLETT PACKARD INTERSECTION

DATE: OCTOBER 25, 1983 ALBANY - CORVALLIS HWY
BENTON COUNTY

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

RECEIVED
STATE HWY ENGR
NOV 1 '83
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

OR 830928-030-2

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Dolores Streeter
A-95 Coordinator

PNRS #3
Revised 4/83

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

DIVISION

STATE CLEARINGHOUSE OCT 05 1983

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
SEP 27 1983
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: OR 830928-0[illegible]0-2 Return Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has Adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

PNRS #2 Phone Number 8-3057

OREGON DISTRICT FOUR
COUNCIL OF GOVERNMENTS

#7 Wellsher Bldg., 460 S.W. Madison
Corvallis, Oregon 97333
(503) 757-6851

October 21, 1983

83-046

Gary Potter
Oregon Dept. of Transportation
Transportation Bldg.
Salem, OR 97310

ALBANY-CORVALLIS HWY
BENTON COUNTY

Dear Mr. Potter:

The Oregon District 4 Council of Governments has conducted a staff level clearinghouse investigation of the application submitted by your office for the Corvallis ECL-Hewlett Packard intersection.

The application has been reviewed, and no local issues have been identified relating to the project. Therefore, OD4COG has no comments to offer on the application.

Sincerely,

Joe Dills

Joe Dills
Clearinghouse Coordinator

PROGRAM SECTION
MANAGER ______ PROJECT UNIT S
OCT 26 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Fed Aid
FOR ______

LINCOLN SUB-DISTRICT
Lincoln County
Lincoln City
Newport
Siletz
Waldport
Depoe Bay

LINN-BENTON SUB-DISTRICT
Benton County
Corvallis
Philomath
Monroe
Adair Village
Linn County
Sweet Home
Lebanon
Albany
Tangent
Brownsville
Harrisburg
Millersburg
Sodaville

1 2 ?

31

PROJE~~C~~ PROSPECTUS

PART 4 — SURVEY AUTHORITY

Benton Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
Corvallis ECL - Hewlett Packard Intersection
Albany/Corvallis

REGION
2

SURVEY AUTHORITY

AUTHORIZATION NO.	PREFIX	DATE
1	2-1972	

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 11 500 ~~14,000~~	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 400
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		400 ~~500~~	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		250
905 FINAL DESIGN		3 500 ~~4,000~~	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2 500 ~~3,000~~	938 REGION ENVIRONMENT		500
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		2,000	923 ENVIRONMENTAL SECTION		200	950 TRAINING		250
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		300	932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 24,800 ~~28,400~~
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
F-10(5)

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for shoulder reconstruction, pavement overlay and guardrail work. Survey includes retracement of the right-of-way centerline.

Changes Made
to reflect
FHWA Programmed
Amount 11-17-83
DB

1 Versteeg ✓
Anderson
Cy to Kyle
Cy Macnab
2 Stoudenmeyer
Terpin
3 Trout
Cy Wakerlig

RECEIVED
NOV 28 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

On Preliminary 6 yr Program

PREPARED BY	DATE 8-18-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/4/83
RECOMMENDED, REGION ENGINEER X by	DATE 8-19-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X J H Westey	DATE 10-6-83
RECOMMENDED, LOCATION ENGINEER X	DATE 11/4/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL/DATE 11-10-83	

734-1914 (7-82)

PROJEC PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01718

SECTION Corvallis ECL - Hewlett Packard Intersection			REGION 2
STATE HIGHWAY # 31	HIGHWAY NAME Albany-Corvallis	MILE POST FROM 0.79 TO 1.42	LENGTH 0.63 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY Benton	ROAD/STREET NAME
ROUTE # US 20	FEDERAL AID # 10	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 28.4 ~~34.0~~	GRADING	(✓)	✓	FILES	(#)	1
RIGHT OF WAY		$ 5.0	PAVING	(✓)	✓	ACRES	(#)	0.2
ROADWAY	$ 311.9		STRUCTURES	(✓)		RELOCATIONS	(#)	
STRUCTURES	$		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 15.4					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	S
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ 130.7		DESIGN CATEGORY	(1-7)	3	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 458.0	WORK TYPE	(1-12)	3	☑ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ 486.4 ~~497.0~~						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/84	RECOMMENDED FUNDING SOURCE FA	RECOMMENDED PROGRAM YEAR F.Y. 84

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM		EXISTING	PROPOSED
TRAVEL LANES	(#)	2	2
STRUCTURES	(#)	0	0
SIGNALS	(#)	0	0
BIKE PATH	(Y/N)	(Y)	on paved shldrs.
AVERAGE DAILY TRAFFIC		5,700	
YEAR OF AVERAGE DAILY TRAFFIC		1981	

DEFINE THE PROBLEM

Existing pavement is in poor condition. Some of the base material needs replacement. The lane lines and shoulder widths are not uniform about centerline. This project will abut a reconstructio section from Harrison St. - Corvallis ECL. This project is listed on the Preliminary 6-Year Highway Improvement Plan for FY. 1984.

PROPOSED SOLUTION

Reconstruct the shoulders, overlay and correct guardrail to correct design. A minor amount of right-of-way may be required to effect a transition to the channelization at the south end of the project.

REQUESTED, REGION ENGINEER X by Philip O.	DATE 8-19-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR 84	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Corvallis ECL - Hewlett Packard Intersection

REGION: 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
2			

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	1	ACCESS CONTROL (Y/N)	N

UTILITIES: 6 (LIST BELOW)

COMPANIES
Pacific Power & Light Co.
Pacific Northwest Bell (buried)
Northwest Natural Gas (buried)
water/sewer (city)
Television cable

DESIGN SPEED: 60

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
on shldr	—	—	—	7+'	—	—	13'	—	13'	—	—	3'-6'	—	—	—	on shldr
on shldr	—	—	—	8'	—	—	12'	—	12'	—	—	8'	—	—	—	on shldr

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class "B" AC	4"	2"			
Treated Base	12"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date [illegible]

734-1912 (7-82)

PROJE[illegible] PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION CORVALLIS ECL - HEWLETT PACKARD INTERSECTION

REGION 2

ESTIMATED RIGHT-OF-WAY IMPACTS

A minor amount of right-of-way may be needed to effect a transition to the channelization at the south end of the project. The required right-of-way would be a long, narrow strip totalling 0.2 acres.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No land use impacts. Project is consistent with the Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The project consists of shoulder reconstruction and an overlay to improve very poor existing pavement conditions.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

This section of the Albany - Corvallis Highway is in the Willamette River Greenway. The project will remain inside the existing roadway boundaries.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The required right-of-way is minor, impacts are not significant, and the project is of a type normally qualifying as Categorical Exclusions.

OTHER DOCUMENTATION

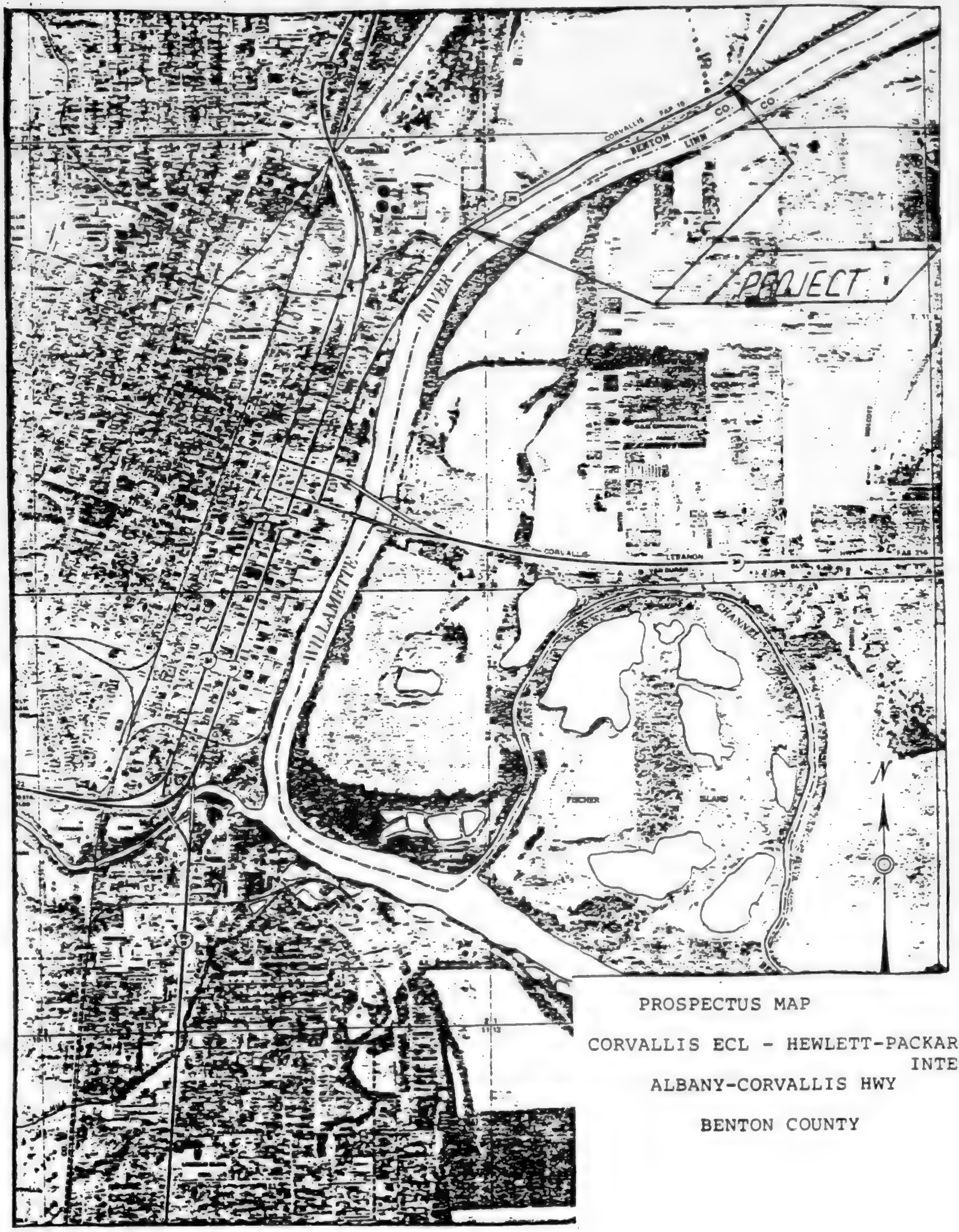
Cultural Resource Survey
Willamette River Greenway permit

PREPARED BY X Mike Shultz

TELEPHONE NUMBER 378-2626

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

[illegible]


PROJECT
BENTON
LINN
CO.
CO.
RIVER
WILLAMETTE
CORVALLIS
LEBANON
CHANNEL
FISCHER
ISLAND
N

PROSPECTUS MAP

CORVALLIS ECL - HEWLETT-PACKARD INTER.

ALBANY-CORVALLIS HWY

BENTON COUNTY

9858

CON 21 4
[illegible]
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: September 26, 1983

To: Executive Department
Federal-Aid Coordination Unit

Oregon District 4 Council
of Governments
460 SW Madison #7
Corvallis, Oregon 97330

ORIGINAL SIGNED BY
D. E. SWAN

From: for Gary A. Potter, Manager
Program Section

NOTED
H.S.COULTER

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 4
Section: Corvallis ECL-Hewlett Packard Intersection
Highway: Albany-Corvallis Hwy. US 20
County: Benton

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be November 1, 1983.

JLG:bks
Attachments

bc:
- D.E. Wilken, FHWA
- H.S. Coulter ✓
- R.N. Bothman
- F.E. Terpin
- J.B. Boyd (2)
- J.H. Versteeg (3)
- Cam Gilmour
- W.J. Hart
- Reg. 2 Engr.: C.O. Fredrickson
- Dis. 4 Engr.: J.L. Gunter
- Aeronautics Division
- David Powers, Parks
- J.L. Gaither

RECEIVED
STATE HWY ENGR
SEP 27 '83
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #				Page One
02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway			
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem		76] ZIP [80 97310	
04	12] CONTACT PERSON [45 Gary A. Potter	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6564	
01	12] PROJECT TITLE [71 Corvallis ECL-Hewlett Packard Intersection				
11	12] PROJECT LOCATION—CITY Albany-Corvallis Hwy. US 20	PROJECT LOCATION—COUNTY Benton	PROJECT LOCATION [79 SEC: T: R:		
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)				
06	12] Project consists of shoulder improvement and pavement overlay of traffic [71				
07	12] lanes on existing roadway. [71				
08	12] [71				
09	12] [71				
10	12] [71				

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	440,000		60,000			500,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U.S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 9/26/83

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 Nov. 43] DAY [44 1 45] YEAR [46 1983

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 9/23/83

VI. If project includes state funds (12C), identify agency Oregon State Highway Division

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 1 Project, Categorical Exclusion, according to the 1978 environmental quality guidelines.

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION CORVALLIS ECL - HEWLETT PACKARD INTERSECTION	REGION 2

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PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

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RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

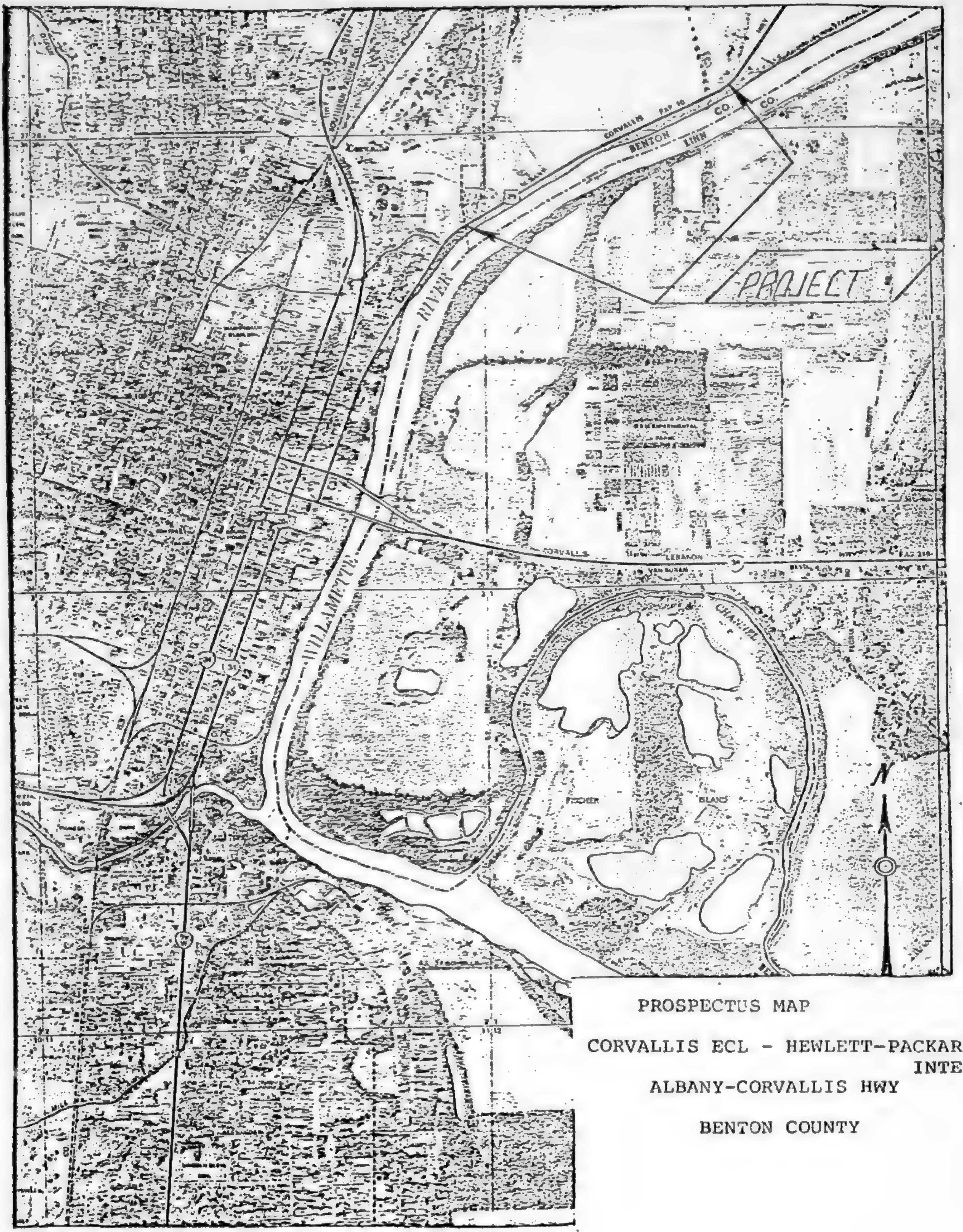
The required right-of-way is minor, impacts are not significant, and the project is of a type normally qualifying as Categorical Exclusions.

OTHER DOCUMENTATION

Cultural Resource Survey
Willamette River Greenway permit

PREPARED BY X Mike Shultz	TELEPHONE NUMBER 378-2626	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1913 (7-82)



PROJECT
BENTON
LINN
CO.
CO.
RIVER
WILLAMETTE
CORVALLIS
LEBANON
VAN BUREN
CHANNEL
FISCHER
ISLAND
N

PROSPECTUS MAP

CORVALLIS ECL - HEWLETT-PACKARI
INTE
ALBANY-CORVALLIS HWY

BENTON COUNTY

9858

N 21-4
Albany -
Corvallis

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
ENV 3

September 20, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97301

RE: Project Classification
Corvallis ECL - Hewlett Packard Int.
Albany - Corvallis Highway
Benton County
F-10(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. This project is an extension of similar work planned for the NW Harrison Boulevard (Corvallis) - M.P. 0.79 section, which you approved as a Categorical Exclusion on December 16, 1982. The NW Harrison Boulevard - M.P. 0.79 section is scheduled for contracting in the fourth fiscal quarter of 1984.

The subject project is a component of the preliminary Six-Year Highway Improvement, and is yet unscheduled for construction. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
September 30, 1983

CMG:lm

Attachments (4)

for Richard R. [illegible] 9/29/83
Division Administrator   Date
FHWA OREGON DIVISION

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter
Keats Oliver
W. J. Hart
C. T. Keasey
Local Programs Unit
Cost & Records Spe
Surfacing Design
General Files
C. O. Fredrickson
John Gunter
Mike Shultz
William Fretwell

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

REGION 2

SECTION
CORVALLIS ECL - HEWLETT PACKARD INTERSECTION

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RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

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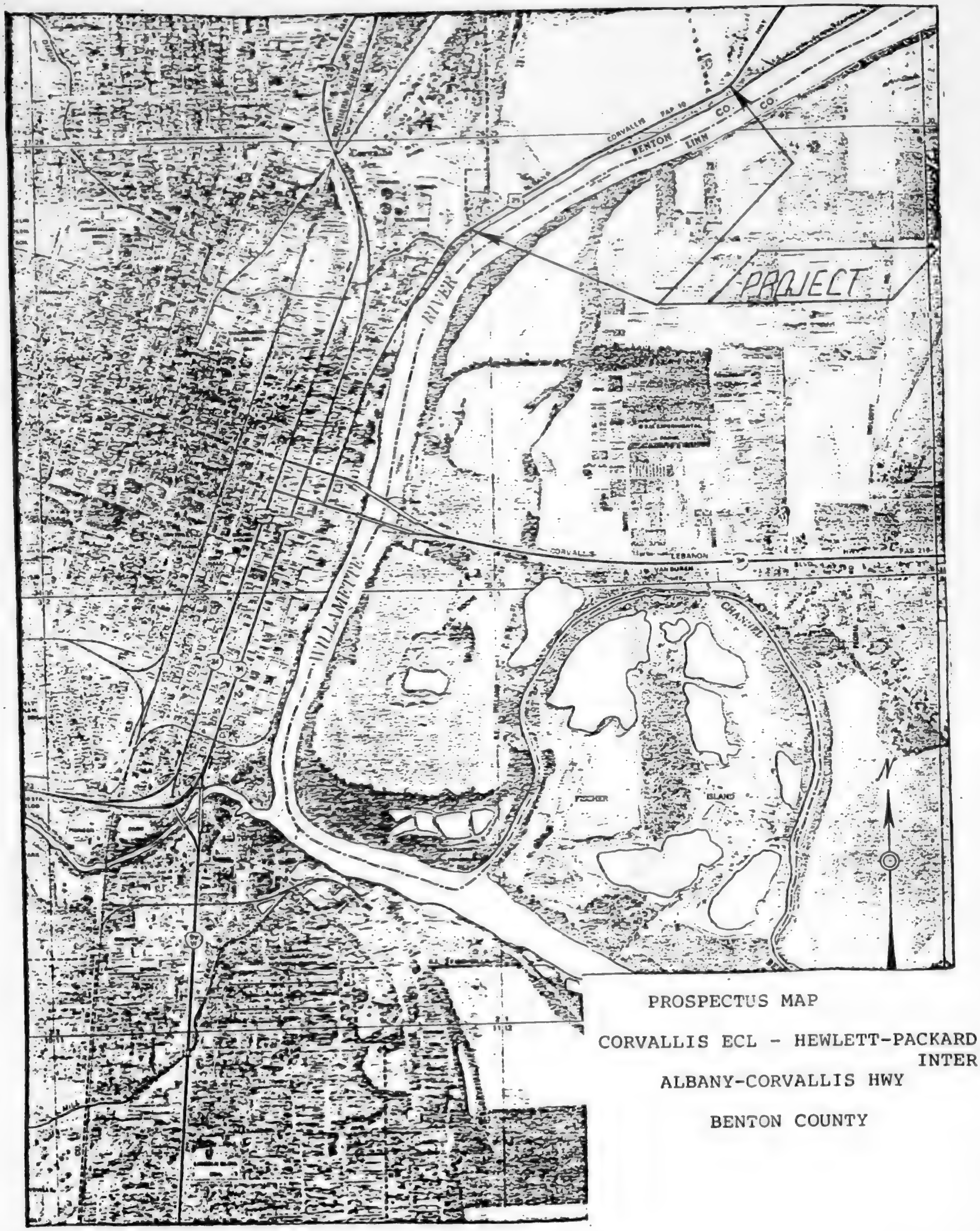
OTHER DOCUMENTATION

Cultural Resource Survey
Willamette River Greenway permit

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Mike Shultz	378-2626	

734-1913 (7-82)


CORVALLIS FAP 10
BENTON CO.
LINN CO.
PROJECT
WILLAMETTE RIVER
CORVALLIS
LEBANON
VAN BUREN
FAP 210
CHANNEL
FISCHER ISLAND
N

PROSPECTUS MAP

CORVALLIS ECL - HEWLETT-PACKARD INTER.

ALBANY-CORVALLIS HWY

BENTON COUNTY

1984 Midland-Calif.Sec, of The 9859
Dalles-Calif., Hwy. beginning
at Midland. (paving)

9859

June 9, 1986

CON 5 - #9859

United Pacific Insurance Company
Bond Department
33405 8th Avenue S., C-3000
Federal Way, WA 98003

On February 19, 1986, we wrote to you concerning release of final payment on Contract No. 9859 awarded to Rogue River Paving Co., Inc. for work on the Midland-California State Line Section of The Dalles-California Highway in Klamath County.

Final payment on this contract is $1,580.50 and the total contract amount is $481,682.47 including $30,584.72 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Rogue River Paving Co., Inc.
P.O. Box 1386
Medford, OR 97501

bc: C. O. Fredrickson
Walt Hart
Dale Allen

9859

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5
9859

TO: Robert Gormsen
Manager, Commission Services

DATE: February 13, 1986

Werner E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9859 , On Site Work Substantially Completed 9-12-85

All Work Completed 10-22-85

Project Midland-California State Line

Highway The Dalles-California

County Klamath

Type of Work Paving

Contractor Rogue River Paving Co., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

2-19-86- Surety letter written.

noted
RWG.

RECEIVED
FEB 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-123-1367

9859

11

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION MIDLAND-CALIFORNIA STATE LINE	WEEK ENDING 9/14/85
		SECTION PREFIX C09859
	HIGHWAY THE DALLES-CALIFORNIA	COUNTY KLAMATH
NAME OF JOB MIDLAND-CALIF. STATELINE	KIND OF WORK PAVING	
CONTRACTOR ROGUE RIVER PAVING CO.	CONTRACT NUMBER C09859	FEDERAL AID PROJECT NUMBER STATE
DATE OF CONTRACT JULY 20, 1984	DATE WORK STARTED AUGUST 11 1984	ESTIMATED COMPLETION DATE AUGUST 31 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 547,675.08	SPECIFIED COMPLETION DATE AUGUST 31, 1984	PERCENT OF TIME ELAPSED 149
EXCLUSIVE OF ENGINEERING: $ 504,230.53	ENGINEERING AUTHORIZATION $ 43,462.55	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 538,446.83	ENGINEERING COST TO DATE $ 42,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN 10.8 %	PERCENT OF AUTHORIZATION 97 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)				4,265	6,300
TOTAL QUANTITIES CORRECTED TO DATE				3,364	6,451
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				3,364	6,451
AVERAGE DAILY QUANTITIES				0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				TIME EXPIRED	
NUMBER OF SHIFTS PER DAY				0	0
HOURS PER SHIFT				0	0

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 8				
MONDAY 9				
TUESDAY 10				
WEDNESDAY 11				
THURSDAY 12				
FRIDAY 13				
SATURDAY 14				

CE E CAE RECEIVED LS TC
COE OM SA CC
OE SEP 23 1985 FE CP
CA PQC
CAM CONSTRUCTION QCS
EEO SECTION FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

8 SUNDAY	NO WORK
9 MONDAY	CLEAN UP EXCESS ROCK AROUND GUARD RAIL.
10 TUESDAY	CLEAN UP EXCESS ROCK AROUND GUARD RAIL
11 WEDNESDAY	CLEAN UP EXCESS ROCK AROUND GUARD RAIL.
12 THURSDAY	CLEAN UP EXCESS ROCK AROUND GUARD RAIL.
13 FRIDAY	NO WORK.
14 SATURDAY	NO WORK.

REMARKS

CONTRACTOR COMPLETED CLEAN UP.

SECOND NOTIFICATION SUBMITTED.

SIGNED ________ LOCATION Klamath Falls

Richard J. Steyskal, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

ROAD DESIGN SECTION

Jerry Thackery
Project Manager

June 29, 1984

Arnold R. (Andy) Anderson, P.E.
Sign Design Supervisor

Temporary Signing within State of California
Midland-California State Line
The Dalles/California Highway No. 4
Klamath County

Attached is a permit from the State of California allowing placement of the subject temporary protection and direction of traffic signing within California.

Please become familiar with the details of the permit and accompanying information so that we will be certain to conform with California Standards on the installations. Also, note that there is a postcard to be completed and mailed by your office upon completion of the project.

The Contractor should be advised of all details of the permit which pertain to his operation, especially those which differ from Oregon Standards.

Thank you for your attention to this matter.

AA:bn
Atchs.

cc: Dale Allen, Region Engr. (w/atch)
Andy Anderson

9239

Date: May 30, 1984

TO: Oregon Transportation Commission

PRO

FROM: H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Requests for Approval to Add Projects to the Six Year Program

On the Agenda for your consideration at the June 19 meeting will be a request to add the following projects to the Six Year Highway Improvement Program:

SECTION: Terwilliger Blvd.-North Tigard Interchange
HIGHWAY: Pacific
COUNTY: Multnomah
PROGRAM YR.: 1985 Construction
FUNDING: INTERSTATE 4R
TOTAL EST. COST: $250,000
DESCRIPTION: Pavement grinding. This project is in the Six Year Program for 1986 as part of an overlay, however a recent test section shows pavement grinding to be effective. We recommend moving to 1985 and combining with a ramp metering and three bridge deck restoration projects already in the Program for 1985.

IMPACT: Adequate Federal-aid and state matching funds are available to accomplish to projects. Moving the pavement treatment from 1986 to 1985 will not adversely affect other projects in the Program but will release 1986 funding for other work.

SECTION: Deer Creek Bridge
HIGHWAY: Bellevue-Hopewell
COUNTY: Yamhill
PROGRAM YR.: 1985 Construction
FUNDING: HIGHWAY BRIDGE REPLACEMENT (HBR)
TOTAL EST. COST: $400,000
DESCRIPTION: Replacement of a deteriorated wood structure on an improved alignment. The current sufficiency rating of 16.5 makes this a high priority for replacement.
IMPACT: Sufficient HBR Federal-aid and state matching funds exist for this project. Favorable bids on recent projects plus our inability to get some jobs to contract as early as desired make this project feasible with negligible impact on the program.

SECTION: M.P. 90
HIGHWAY: Ochoco
COUNTY: Wheeler
PROGRAM YR.: 1985 Development
FUNDING: STATE:
TOTAL ESTIMATED PE COST: $60,000
DESCRIPTION: Perform Preliminary Engineering to prepare design alternatives for a slide correction project.
IMPACT: Increases development section of Six Year Program. Work is proposed with State funds. Impact is minimal on existing Construction Program and work should be advanced if at all feasible.

SECTION: Midland-California State Line
HIGHWAY: The Dalles-California
COUNTY: Klamath
PROGRAM YR.: 1985 Construction
FUNDING: STATE HWY. ENGINEER'S DISCRETIONARY FUNDS
TOTAL ESTIMATED COST: $500,000
DESCRIPTION: Surface preservation project to correct badly ravelling and spalling pavement surface which has shown a drastic increase in deterioration during the past winter.
IMPACT: State funding, so there will be negligible impact on the existing Program.

SECTION: SE Mill-SE Taggart St. (Union Ave. Viaduct)
HIGHWAY: Pacific
COUNTY: Multnomah
PROGRAM YR.: 1985 Construction
FUNDING: STATE HWY. ENGINEER'S DISCRETIONARY FUND:
STATE: $ 26,000
CITY OF PORTLAND: $ 77,000
TOTAL EST. COST: $103,000
DESCRIPTION: Replace the deteriorated illumination system in this section with new circuitry, poles, luminaires and lamps. Cooperative project with City of Portland.

IMPACT: State funds plus local funds, so there will be negligible impact on the Program.

SECTIONS: Quartz Creek Bridge
Sunset Highway
Clatsop County

Salmon River Bridge
Mt. Hood Highway
Clackamas County
PROGRAM YEAR: 1985 Construction
FUNDING: HAZARD ELIMINATION
TOTAL ESTIMATED COST: $230,000
DESCRIPTION: Experimental surfaces were put on these two bridge decks to help prevent ice formation on the decks. The experiment failed, and these projects are to repair the waterproof membranes and AC surfaces.
IMPACT: Federal and state matching funds are available because of the experimental nature of the two projects, the repair work is eligible for Federal aid. The impact on other projects in the Six Year Program is negligible.

I recommend your approval on each and request authorization to sign necessary agreements for you and on your behalf.

bc Fred D. Miller
R. W. Gormsen
R. N. Bothman
E. S. Hunter
W. E. Schwartz
G. A. Potter
C. O. Fredrickson
J. H. Versteeg
V. E. Skoog
E. L. Hardt
D. D. Allen
D. Christensen
George Bell

RM:WFC:GAP:pf sl

4859

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: May 22, 1984

John T. Scofield

FROM: John T. Scofield
Location Field Engineer

SUBJECT: Midland - California Line Section
The Dalles - California Highway

NOTED
E. S. HUNTER

The surfacing design for sealing this pavement is being revised. The 3/4 inch Class "E" A.C. with chip seal will be used on the worst areas only.

The worst areas are:
1. The north end of the project (approx. one mile).
2. The south end of the project (approx. 3.8 miles).

The limits of these areas will be identified by Jerry Thackery. They are the areas with extensive raveling.

The middle section of the project has more asphalt and is not raveling extensively at this time. It will have the holes plugged with A.C. and receive a chip seal.

The chip seal should consist of a shot of CRS-2 Emulsion at approximately 0.35 - 0.4 gallons per square yard with 25-30 lbs. per square yard of chips. Chips would be ½" size.

Because we have not tried a chip seal on any highways recently with this volume of trucks, we should do the following:

1. Require some test strips on the Midland Secondary Highway to establish application rates. This could be done with a total of possibly six 1000-ft. sections. The sections would be one lane only. This would get the process all worked out prior to going out under heavy truck traffic.

2. Traffic will need to be controlled to 15 MPH for 24 hours by use of pilot cars. By using cones to confine their path and moving the cones, traffic can help imbed the chips.

3. Sweeping of loose chips should be required between 4:00 a.m. and 8:00 a.m. the first and second mornings after placing the chip seal. Sweeping should be in the morning when the pavement temperatures are low.

JTS:js

cc: E. S. Hunter
J. H. Versteeg
Frank Terpin
Dale Allen
Jerry Thackery
Specifications
Designer -

RECEIVED
TECHNICAL SERVICES
MAY 22 '84
REFER TO
FOR:
File
Act
Sign
O/R
R/D
Inves
Info

125-1387

May 15, 1984

George Perry, District Traffic Engineer DES 16
California Department of Transportation
P. O. Box 2107
Redding, CA 96099

Midland-California State Line
The Dalles-California Highway
Klamath County

We are presently preparing contract plans for a nine-mile project beginning at the Oregon-California State Line on Highway 97. The project is scheduled for a June 28, 1984 bid opening.

It will be necesary to install advance construction warning signs within the State of California. These signs will consist of:

> Facing traffic incoming to Oregon -- "ROAD CONSTRUCTION NEXT 9 MILES" with amber flasher throughout the life of the contract.
>
> Also, "CONSTRUCTION SPEED 40", "BE PREPARED TO STOP" and "FLAGGER AHEAD" signs when paving operations are near the State's border.
>
> Also, facing traffic entering California, "END CONSTRUCTION" throughout the life of the contract.

These signs would extend approximately one-half mile into California.

Enclosed is a copy of Article 107.21 "Responsibility for Damage Claims" from our Standard Specifications for Highway Construction. We will extend the "hold harmless clause" by adding the following to the Special Provisions for the subject project:

> ...The following is hereby added to the Special Provisions:
>
> "Subsection 107.21 - Responsibility for Damage Claims. In connection with the work to be performed in the State of California under this contract, it shall be understood

> that the 'indemnification and save harmless' requirements of Subsection 107.21 of the Standard Specifications extends to the State of California, the California State Transportation Commission, the California State Director of Transportation and officers and employees of the State of California..."

We request authority to install construction signs within the State of California for this project.

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

Enc.

bc H. S. Coulter
R. L. Schroeder (enc.)
J. H. Versteeg "
J. B. Boyd "
C. O. Fredrickson "
L. E. George "
Dale Allen "
Steve Macnab "
Andy Anderson "

ARA:ja

107.20 Forest Protection - In carrying out work within or adjacent to State or National Forests, the Contractor shall comply with all regulations of the State Fire Marshal, Conservation Commission, Forestry Department, or other authority having jurisdiction, governing the protection of forests and the carrying out of work within forests, and shall observe all sanitary laws and regulations with respect to the performance of work in forest areas. He shall keep the areas in an orderly condition, dispose of all refuse, obtain permits for the construction and maintenance of all construction camps, stores, warehouses, residences, latrines, cesspools, septic tanks and other structures in accordance with the requirements of the Forest Supervisor.

The Contractor shall take all reasonable precaution to prevent and suppress forest fires and shall require his employees and subcontractors, both independently and at the request of Forest officials, to do all reasonably within their power to prevent and suppress and to assist in preventing and suppressing forest fires and to make every possible effort to notify a Forest official at the earliest possible moment of the location and extent of any fire seen by them.

107.21 Responsibility for Damage Claims - The Contractor shall indemnify and save harmless the Commission, the Department of Transportation and the Division, their officers and employees, from all suits, actions or claims of any character brought because of any injuries or damage received or sustained by any person, persons or property on account of the operations of said Contractor, his subcontractors or the employees of either; or on account of or in consequence of any neglect in safeguarding the work; or because of any act or omission, neglect or misconduct of said Contractor; or because of any claims or amounts recovered from any infringements of patent, trademark or copyright; or from any claims or amounts arising or recovered under any workman's compensation law or any other law, ordinance, order or decree; and so much of the money due the said Contractor under and by virtue of his contract as may be considered necessary by the Division for such purpose may be retained for the use of the State; or, in case no money is due, his surety may be held until such suit or suits, action or actions, claim or claims for injuries or damages as aforesaid shall have been settled and suitable evidence to that effect furnished to the Division; except that money due the Contractor will not be withheld when the Contractor produces satisfactory evidence that he is adequately protected by public liability and property damage insurance.

The State, the Transportation Commission, the members thereof and its officers, employees and agents will not in any manner be answerable or accountable for any loss or damage from any cause whatsoever resulting to the work, or any part thereof, or to any of the equipment, materials or other things used or employed in prosecuting or completing the work.

Except as provided in subsections 105.06, 105.07, 107.22 and 107.24, or as provided in the special provisions, it is specifically agreed between the parties executing the contract that it is not intended by any of the provisions of the contract to designate the public or any member thereof a third party beneficiary hereunder, or to authorize the public or any member thereof to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of the contract.

The Contractor shall carry as a minimum personal injury and property damage insurance in the amounts of $100,000 per person for personal injury, $50,000 for property damage and $300,000 total for all claims arising out of a single accident or occurrence. When said insurance policy contains an aggregate limit, the Contractor shall provide an additional $1,000,000 excess insurance coverage. The Contractor shall include the State of Oregon by and through its Department of Transportation, its officers, agents and employees, and the Oregon Transportation Commission as named insured on insurance policies issued for this project, or shall furnish an additional insured endorsement naming the same as additional insured to the Contractor's existing public liability and property damage insurance.

Before the contract is executed the Contractor shall furnish to the Department a certificate of insurance for the limits set out above which is to be in force and applicable to the project.

The insurance coverage shall not be amended, altered, modified or cancelled insofar as the coverage contemplated herein is concerned without at least 30 days' notice mailed by registered mail to the Engineer.

107.22 Contractor's Responsibility for Utility Property and Services - At points where the Contractor's operations are adjacent to properties of railway, telegraph, telephone and power companies, or are adjacent to other property, damage to which might result in considerable expense, loss or inconvenience, work shall not be commenced until all arrangements necessary for the protection thereof have been made.

The Contractor shall cooperate with the owners of any utility lines or facilities in their removal and rearrangement operations in order that these operations may progress in a reasonable manner, that duplication of rearrangement work may be reduced to a minimum, and that services rendered by those parties will not be unnecessarily interrupted.

In the event of interruption to water or utility services as a result of accidental breakage or as a result of being exposed or unsupported, the Contractor shall promptly notify the proper authority and shall cooperate with the said authority in the restoration of service. If water or sewage

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Klamath County

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
Midland - California State Line 4-24-84

REGION
4

SURVEY AUTHORITY

AUTHORIZATION NO.
1

PREFIX
18-1488

DATE
4-24-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 200
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		100
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		3,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		200	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 8,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
4 Aud Adams
4 Macnab
2 Edwards E
Terpin
3 Trout
4 Wakerlig

RECEIVED
MAY 24 1984
ROAD DESIGN SECTION

Do Not File ☐
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Bring Up / /
Action

PREPARED BY Norman S. Davis	DATE 2-24-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/15/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X George	DATE 5/14/84
RECOMMENDED, LOCATION ENGINEER X Frank E.	DATE 5/11/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

9859

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: FILES

DATE: January 16, 1984

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Region 4 Project Request
Midland-California State Line
The Dalles-California Highway
Klamath County

The Contract Schedule Committee reviewed the Region 4 request for a surface treatment Federal-Aid project on the recently completed Midland-California State Line section of The Dalles-California Highway.

Since no buckets of dollars were allowed for '84 storm damage, and the fact that the Six Year Program has gone to the Commission, no action was taken on this request at this time.

However, the Contract Schedule Committee instructed that we begin to assemble a list of jobs that will need to be taken to the Transportation Commission in the next several months so that we can deal with these necessary repairs in a timely fashion.

GAP:pf

cc: E. S. Hunter
W. E. Schwartz
R. N. Bothman
Dale Allen

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 17 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1307

7-1-1 | 4 N

STATE OF OREGON **INTEROFFICE MEMO**

TO: Hal Versteeg
Road Design

DATE: December 30, 1983

FROM: Dale D. Allen
Region Engineer

SUBJECT: Pavement Failure
Midland-California State Line
US 97

Versteeg ✓
Anderson
2 Adams
Macnab
Stoudenmeyer
Turpin
Trout
Wakerlig

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ROAD DESIGN SECTION

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Enclosed is straight line type chart with several photos showing the type and extend of pavement failure on the above project.

As of December 19, if you were to grind out a section six inches beyond the sides and twelve inches beyond the ends of the distressed areas, there would be about 16 percent of the project affected. Everyone who has seen the area anticipates the area will increase.

There appears to be a definite correlation between the asphalt content and section which is deteriorating the worse (MP 288 to State Line).

Note the location of the "sample cuts" near MP 291. These are 2 foot by 2 foot by 4-inch slabs removed immediately adjacent to a failed area. There is almost no bonding between the two lifts and yet is reported to have been tacked good. Also, if you break off a chunk of the AC from the samples when they have been soaked in water, it can be totally crumbled with your bare hands. There is an extremely weak bond between the aggregate and what little asphalt seems to be in the mix. There is little doubt that heavy traffic would cause the pavement to ravel out but it apparently does not occur until there is a lot of free water, such as from a snow pack and perhaps, cold weather. Gene Barnes, our street inspector, believes the vibrating rollers may have pumped some asphalt to the surface. The lab could slice some horizontal sections off the top 1/2-inch to 3/4-inch of the slabs we are sending in to check this out.

DA:mr

encl

cc: Barry Hatcher
Wayne Cobine
Jack Sullivan

81-125-1387

Contains Recycled Materials

9859

4

STATE OF OREGON

ROAD DESIGN SECTION

INTEROFFICE MEMO

DES 19

TO: D. O. Christensen
Jack Sullivan
Gordon Beecroft
S. H. Macnab
John Scofield
Glenn Hossner

DATE: December 28, 1983

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Pavement Distress
Midland Road-California State Line Section
The Dalles-California Highway (US97)
Klamath County

Problems have developed with the wearing course pavement on the Midland Road-California State Line project on US97. Dale Allen is looking for recommendations on what surface treatments he should consider to preserve the existing wearing surface.

John Scofield is available to go over this project with someone from the lab or from the Construction Section when they are available for a trip to Klamath Falls.

Attached are copies of letters from Dale Allen and Wayne Cobine dated December 13 and December 16, 1983.

JHV:kkr

Attachments

cc: E. S. Hunter

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JAN 03 1984
ROAD DESIGN SECTION

1 Versteeg ✓
Andersen
Adams
Macnab
Stoudenmeyer
Turpin
Trout
Wakefield /
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Action

1/3/84
Asked Jack Sullivan to request Cores from Region and run appropriate tests before we set up a date to go to K. Falls
Doc

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DEC 29 1983
CONSTRUCTION SECTION

CE
CAE
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OCS
SCS
EEO
CA
TC
FE
CP

81-123-1307

4

STATE OF OREGON **INTEROFFICE MEMO**

TO: Hal Versteeg
Road Design Engineer

DATE: December 16, 1983

FROM: Dale D. Allen
Region 4 Engineer

Dale Allen

SUBJECT: Pavement Failure
Midland--California State Line
US 97

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

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DEC 20 1983
ROAD DESIGN SECTION

The attached photos show the type of failure presently occurring on the above project which is 1½ years old.

Very preliminary information indicates the problem is worse in the panels where the asphalt content was increased from 6% to 6½%. Its worst section is in the area paved the day Hossner, Carter, Pool and Wilson visited the project (NB lane, south half of job).

Our street inspector recalls no free water.

The problem became evident soon after the first snow storm and freezing weather (December 9) and is getting worse.

We are obtaining a log of the square feet involved. This will be broken down by square feet of ravelled out areas and amount of square feet showing an "open" appearance.

With this information we will consider some type of grinding and plug patching effort (perhaps a small contract) and also consider shooting some type of diluted emulsion (SS1) into open areas. Both would merely be stop gap measures to avoid the possibility of extensive pot hole patching this winter.

Your people should look at the section and determine what additional testing they want. Also we are open to any suggestions for repairs this winter.

DDA:br

CC: Barry Hatcher
Wayne Cobine

Enclosures

Contains Recycled Materials

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
KLAMATH FALLS
December 13, 1983

FILE:

FROM: Wayne F. Cobine, DMS Wayne Cobine

TO: Dale Allen, Region Engineer

SUBJECT: Midland-California State Line Section
The Dalles-California Highway

On Friday, December 9, I drove over the subject section after hearing some reports that potholes were showing up in the new surface. As you know, the paving was completed at two different times--the south end (from Worden south) in August, 1982, and the north end in October, 1982. Some problems with compaction were encountered during construction of the south end, but it doesn't appear to me compaction is the reason for the failure.

The attached pictures showing the raveling are pretty typical of what is occurring, with the southerly end showing the greatest amount of failures. At this time, these failures appear to be more severe than what occurred on the projects north at Willamette Junction to Chemult, Fuego Road to Forge Road, and Odell Lake to Camp Makualla.

This project, constructed under different compaction specifications, was supposed to be the answer to our surface problems. I hate to say it, but we had better try again. I know from experience what is going to be said--the contractor failed to build it to the specs and the field crews didn't do their job. That's a bunch of bull. We have been constructing pavements for years, using the same aggregate source, same laydown equipment, same plant, same inspectors, so what's the problem?

Project Engineers and maintenance people have said it for many years now. The oil is not sticky, it's not the same. Let's change to something else. ~~Well~~, With repeated failures, I suggest two things can be done: 1) Get someone to develop a mix design that withstands the field elements, even if it means challenging the asphalt people, or 2) Construct with P.C.C.

Whatever we do in the future should at least provide some surety that it will last for X number of years. I will never catch up on surface maintenance if new projects continue to fail after 1, 2, 3, or 4 years when we should be expecting 10, 15, and 20 years, depending on the location.

Wayne is a little excited but this is very true →
Dale Allen

Last but not least, consider this the first request for a seal project for the summer of 1984 at (Construction's) expense.

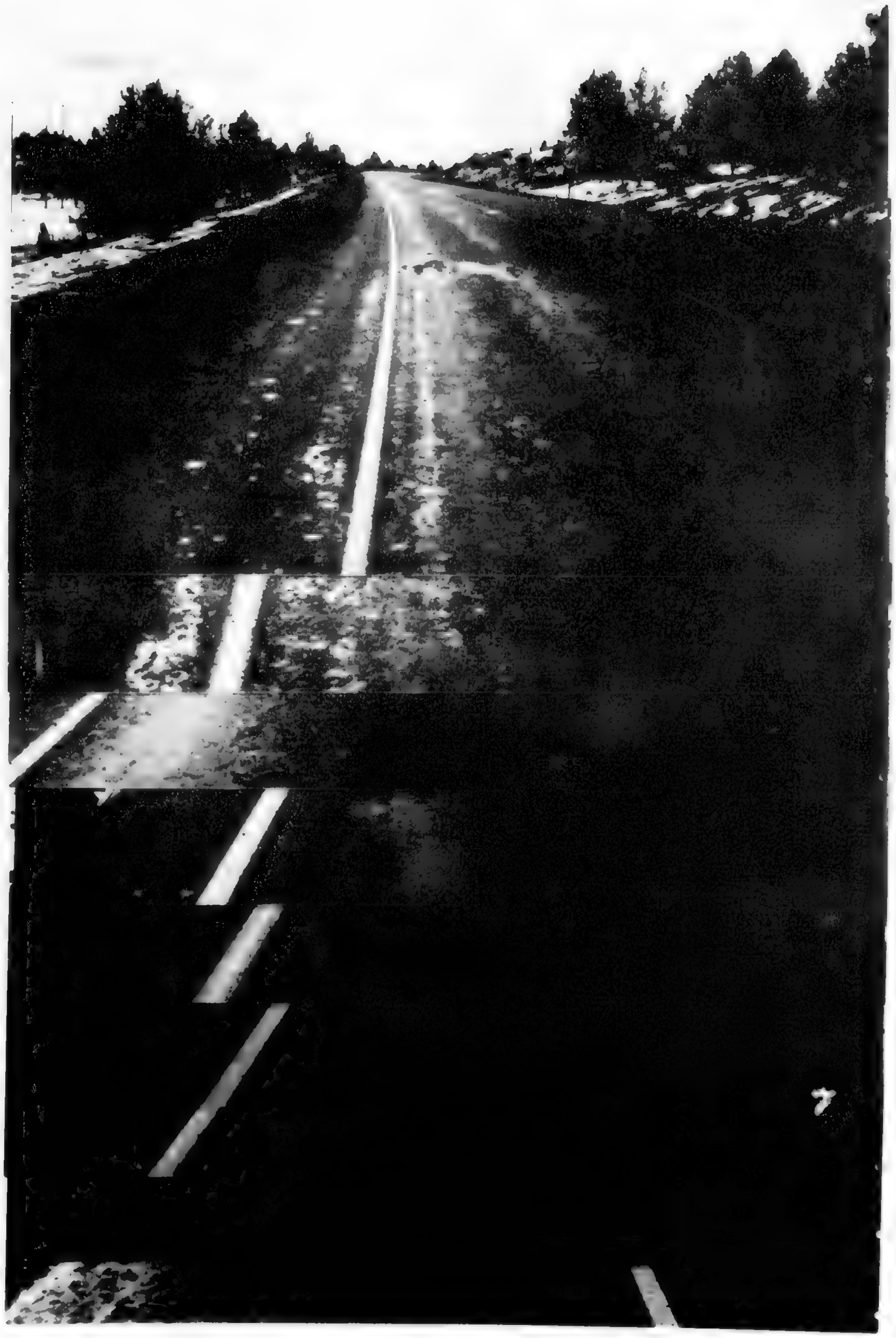
"Public" →

WFC:wlb

enc.

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE DEC 16 1983 RCE
RSO REGION 4 RSE
ASSIGNED__________

The following
Document(s)
are
Photographs


7

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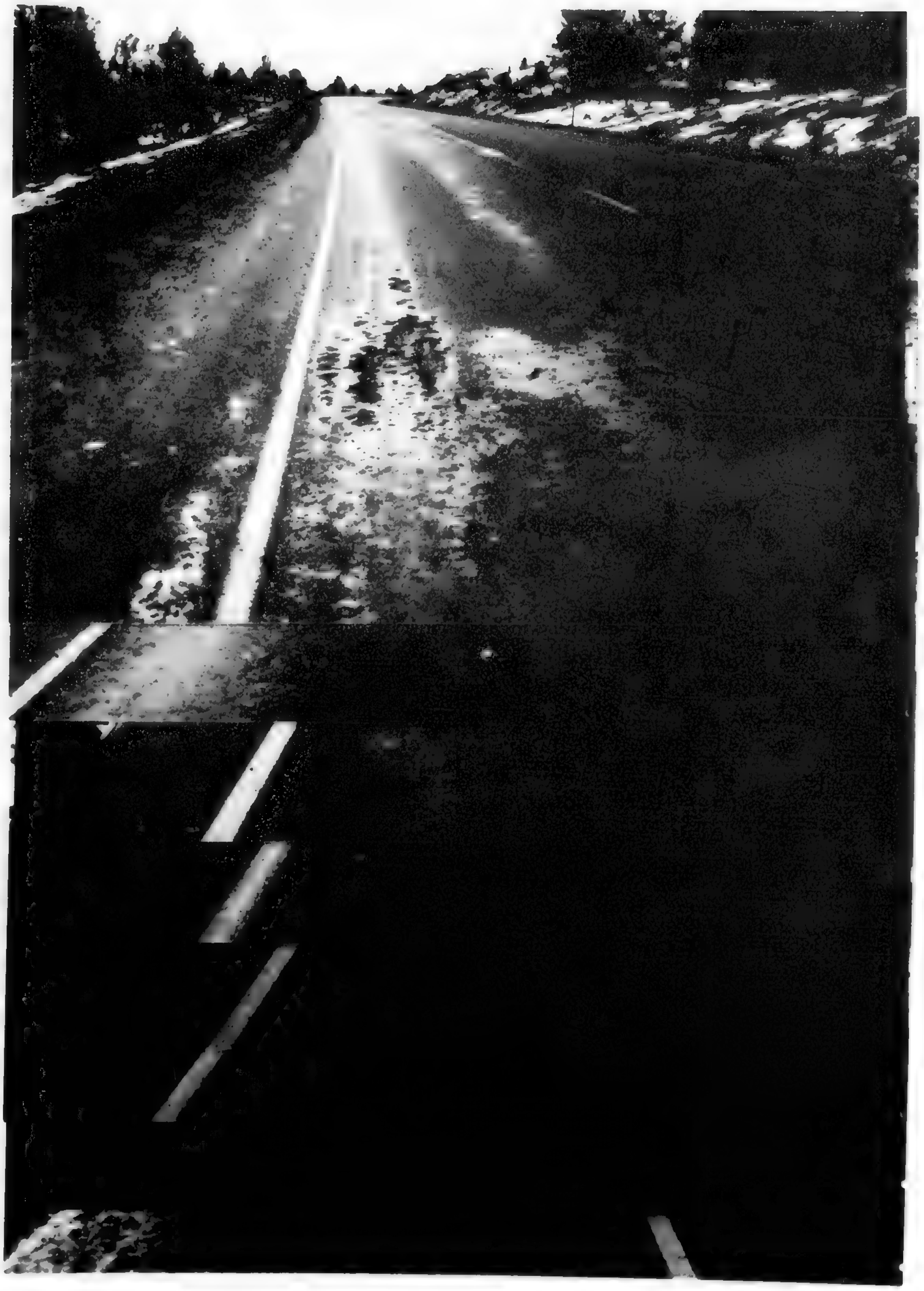
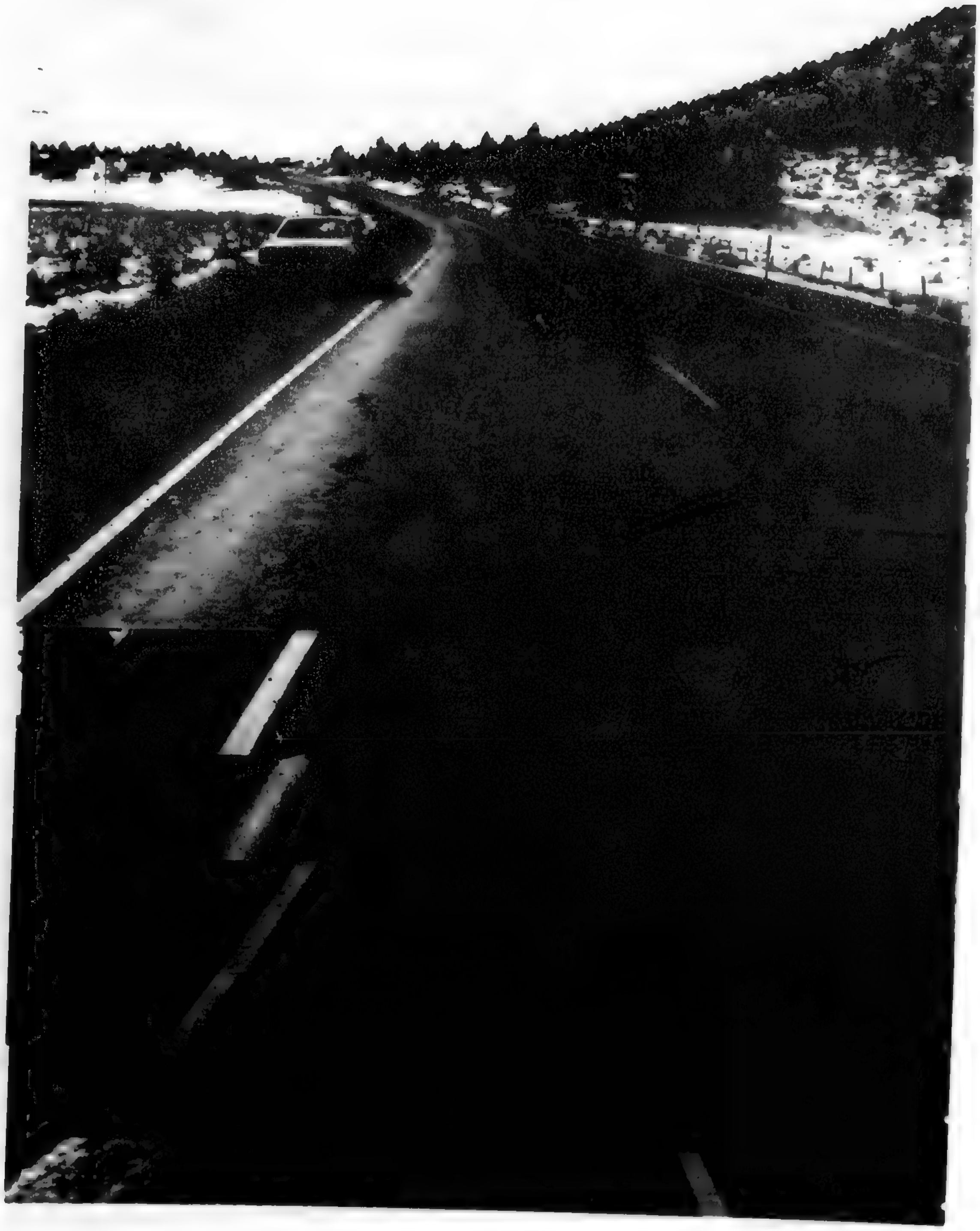
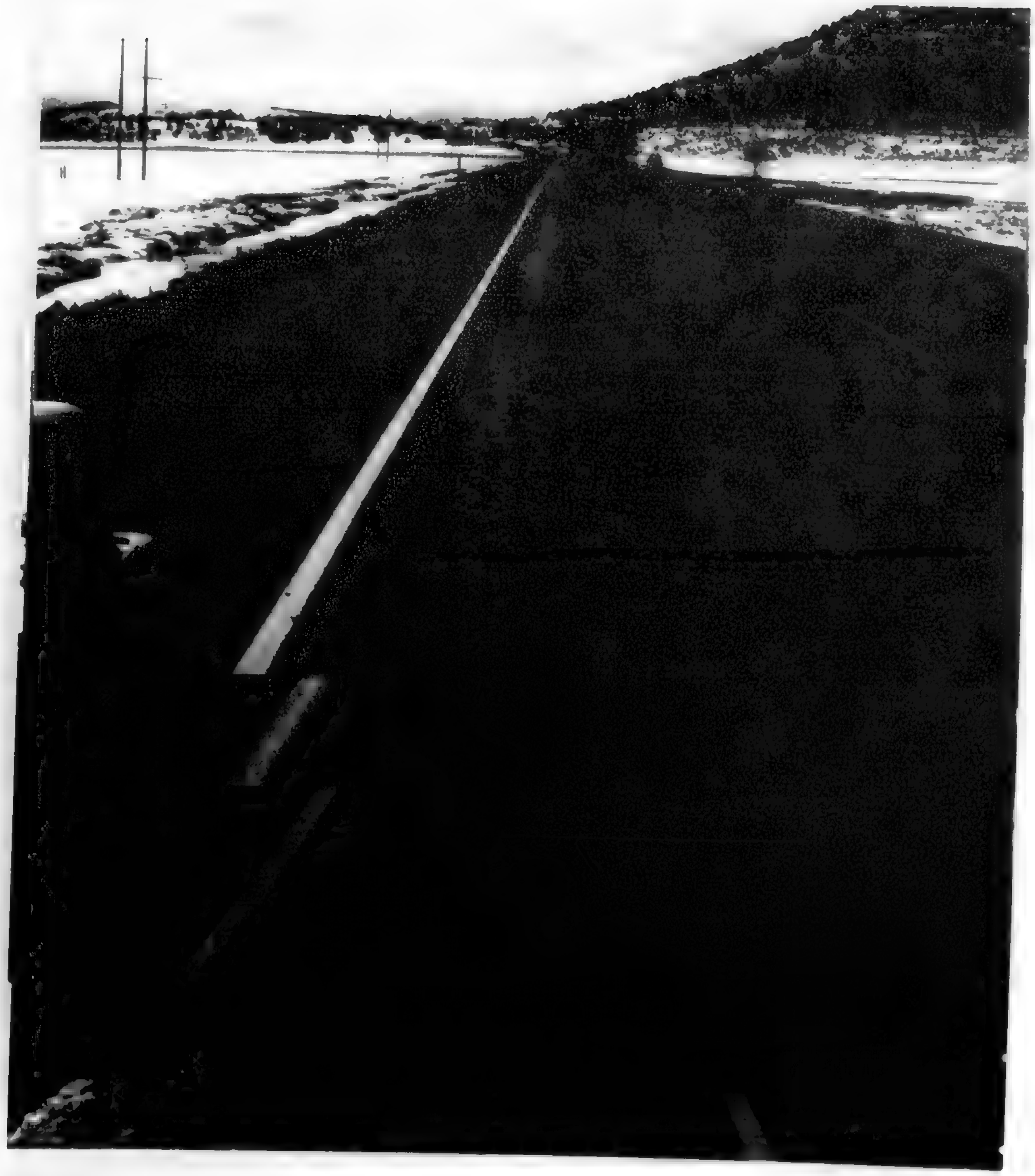


[illegible] [illegible]
[illegible]
Dec 16 [illegible]



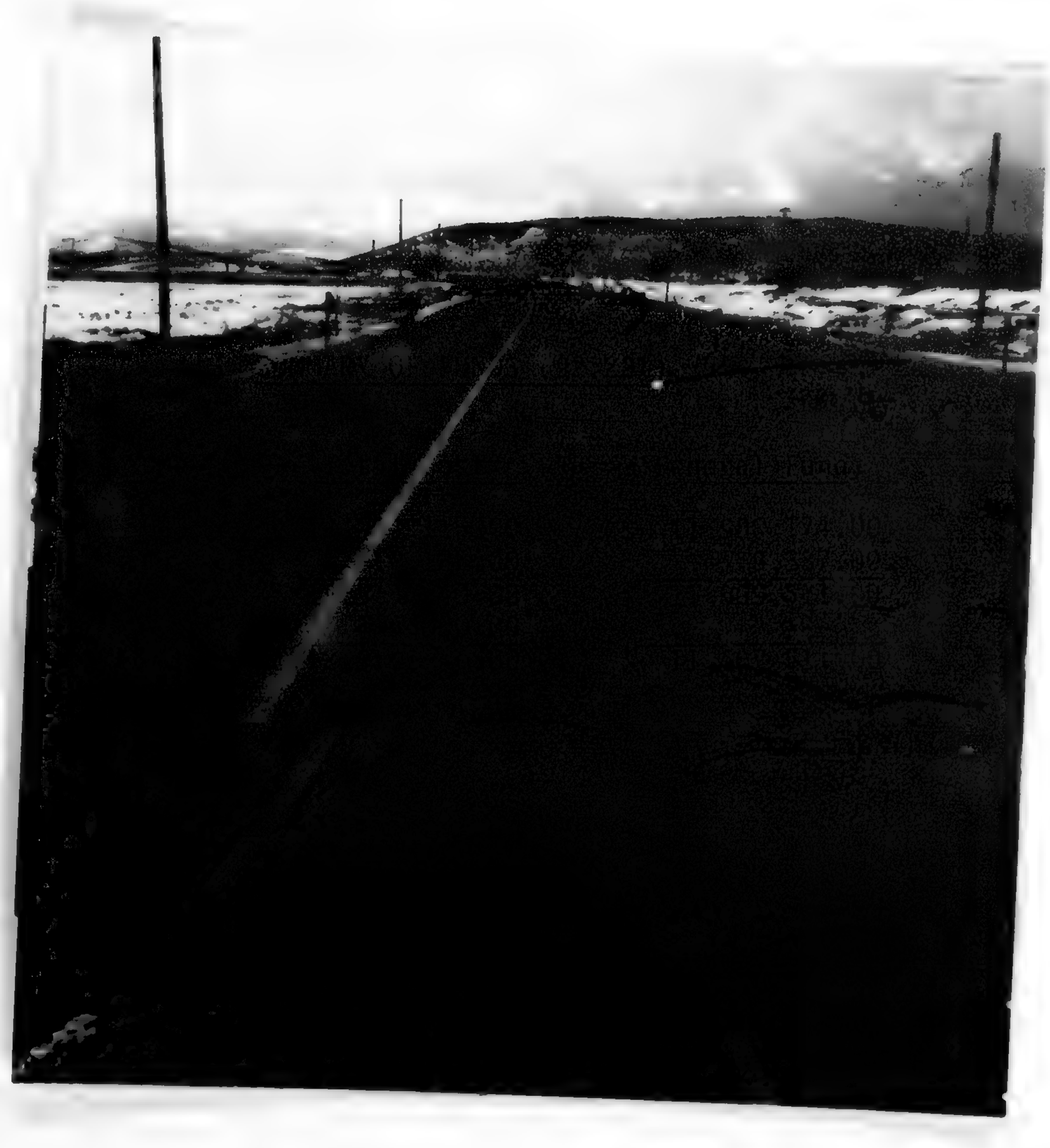
Pic taken Dec 7th

Not much, worse Dec 16th



Pic taken Dec 9th

Noticeably worse Dec 16th



Pic taken Dec 9th

Noticeably worse
Dec 16th

Pic taken Dec 9th

Noticeably worse Dec 16th

Pic taken Dec 9th

Noticably worse
Dec 16th

Pic taken Dec 9th

Noticeably worse Dec 16th

Pic taken Dec 9th

Noticeably worse Dec 16th

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 26, 1981

In Reply Refer to
File No.:

___Versteeg___
___Anderson___
pr copy ___Christensen___
___Olson___
pr copy ___Sullivan___
/ ___Terpin___
/ ___Trout___
___Wekerlig___

RECEIVED
OCT 27 1981
ROAD DESIGN
SECTION

Do Not File ☐
Return To___
Bring ___/___
Action___

District Engineer
Department of the Army
San Francisco District, Corps of Engineers
211 Main Street
San Francisco, CA 94105

Attention: Mr. Paul Portch
Regulatory Functions Branch

Dear Mr. Portch:

Application No. 14151N80

By letter dated 22 September 1981, Mr. Michael A. Morstad, District Manager for the Klamath Vector Control District, objected to the wetland mitigation proposed on our Midland-California State Line.

Enclosed is a copy of a letter from Mr. Morstad dated 19 October 1981 withdrawing his objections providing that the ponds and trenches are constructed 2 feet deeper for a total depth of 4.5 feet. As stated in his letter, Mr. Rod Ingram of the Oregon Department of Fish and Wildlife approved of the proposed change, and on this date, Mr. Roger Vorderstrasse of the U.S. Fish and Wildlife Service was contacted by telephone and approved the change in design.

Our design section is in the process of revising the plans to conform to the change requested by Mr. Morstad.

If you need further information, please contact Mr. Donald E. Keyes, Location Unit, 200 Transportation Building, Salem, OR 97310, telephone 378-6265.

Sincerely,
ORIGINAL SIGNED BY
FRANK E. TERPIN
Frank E. Terpin
Location Engineer

FET:DEK:ge
Enclosure

bc E. S. Hunter G. Potter
J. H. Versteeg D. Allen

Form 734-3122

Paul

KLAMATH VECTOR CONTROL DISTRICT

P. O. BOX 405 ● Telephone 882-2715 ● KLAMATH FALLS, OREGON 97601

22 September 81

Colonel Paul Bazilwich, Jr.
Commander U.S. Army Corps of Engineers
San Francisco District
211 Main Street
San Francisco, CA 94105

Dear Colonel Bazilwich:

Your Public Notice number 14161N80 dated 18 September 1981 concerning the Oregon State Highway Division's application to fill wetlands will create problems for our District. We strongly object to the proposed location of the wetlands mitigation area for the following reasons:

1. Vector problems in the Midland area are already severe. Another man-made swamp will only add to these problems.
2. The proposed location is too close to population centers. Midland and Klamath Falls are within mosquito flight range.
3. A large state-owned wildlife management area already exists nearby.
4. The proposed location of the new wetlands is between a major highway and railroad. This is not good for the safety of the wildlife entering and exiting the site or for the safety of people traveling the highway.
5. Since State owned land is exempt from taxation, we intend to bill the Oregon State Highway Division for the cost of mosquito control along their right of way.

In summary, the Klamath Vector Control District does object to the creation of new wetlands in the Midland area. We are not opposed to the widening of the highway between Midland and Worden. We believe sufficient wetlands currently exist and that the widending of the highway would have no adverse effects on wildlife.

Sincerely,

Michael A. Morstad

MICHAEL A. MORSTAD
District Manager

✓ Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
out
Wakerlig

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OCT 9 1981
ROAD DESIGN SECTION

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OCT 8 1981
LOCATION SECTION

DEDICATED TO HEALTH, WELFARE AND PROSPERITY OF THE COMMUNITY

STATE OF OREGON

INTEROFFICE MEMO
LOC
18-1462

TO: Memo to the File

DATE: October 14, 1981

FROM: Wayne F. Cobine
Resident Engineer

SUBJECT: Wetland Mitigation
Midland - California State Line
The Dalles - California Hwy.

This date I had a telephone conversation with Steve Cheyne, Assistant manager of the Klamath Vector Control District. I explained to him our total mitigating measure, replacement of 2 plus acres within project limits and the 5 acres at the location for which the corp. of engineers permit review was made. He was also informed of the policy to replace disturbed wetlands within project limits or within close proximity thereto.

Mr. Cheyne was also informed of our efforts to find an area which would satisfy the Fish and Wildlife departments of Oregon and the Federal Government.

He again pointed out to me there concerns of controlling mosquitoes and wished that the replacement wasn't in the Midland area where they already spray our roadside ditches for control.

He did say that if the water level stays fairly constant, then mosquito fish could be used. I told him the water level should maintain itself at about the same as Miller Slough which would provide about 2 feet of water depth.

He was please that we made contact, but didn't erase his concerns of of mosquito control. I'm sure that his concerns would change considerably if he could be assured the ponds and waterways would support mosquito fish.

REFERRED TO
___ Beard ___ Steudenmayer ___
1 Cole WFC ___ Mann ___
___ Erikson ___ Watson ___
___ Hager ___ Dorn ___ Leu ___
Return Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

WFC/jdm

cc: Dale Allen
George Wills
Road Design ✓

[illegible]

1 Versteeg ✓
___ Anderson
2 Christensen fw
3 Olson al
4 Sullivan jwz
___ Terpin
5 Trout
___ Wakerlig

RECEIVED
OCT 15 1981
ROAD DESIGN SECTION

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Action ___

9257 N

ROAD DESIGN SECTION DES 16

Wayne Cobine
Resident Engineer

September 15, 1981

W. E. Cole
Design Engineer Supervisor

Midland-California State Line
The Dalles-California Highway
Klamath County

Enclosed are the drawings that were submitted to the Corps of Engineers with our 404 application.

This is the proposed plan we will use for the wetlands mitigation.

Please furnish this office with cross-sections of the area, the elevation of the water table and any other data that would help in preparing the contract plans. Early submittal of this information would be appreciated. This project is scheduled for the October 22, 1981 contract letting.

WEC:ja

Enc.

cc Carl B. Barner
Frank Terpin

___Versteeg___
___Anderson___
___Christensen___
___Olson___
___Sullivan___
___Terpin___
___Trout___
___Wakerlig___

RECEIVED

SEP 15 1981

ROAD DESIGN SECTION

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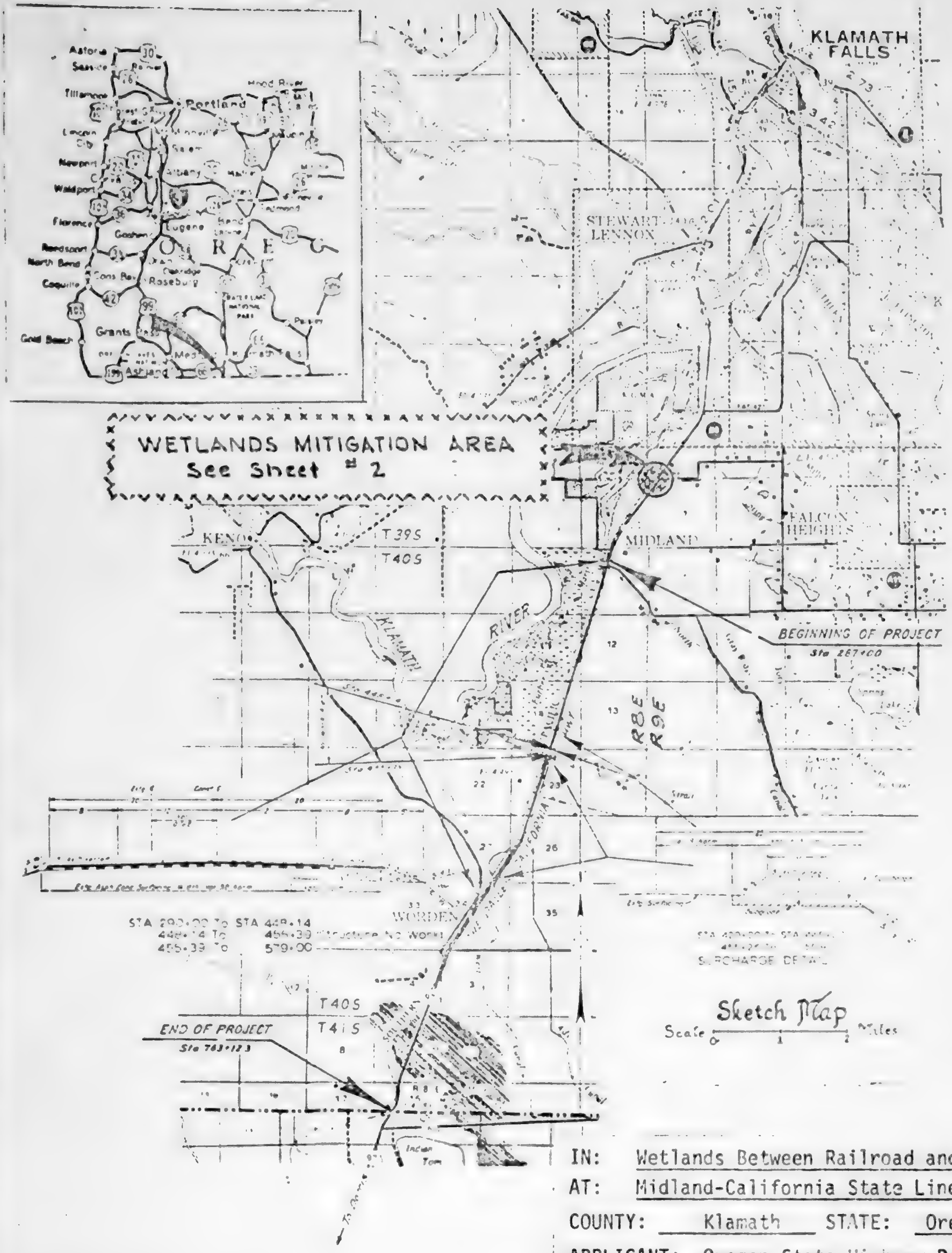

KLAMATH FALLS
STEWART-LENNOX
WETLANDS MITIGATION AREA
See Sheet # 2
MIDLAND
FALCON HEIGHTS
KENO
T39S
T40S
KLAMATH
RIVER
BEGINNING OF PROJECT
Sta 287+00
R8E
R9E
WORDEN
STA 292+00 To STA 448+14
448+14 To 456+39 Structure No Work
456+39 To 579+00
SURCHARGE DETAIL
T40S
T41S
END OF PROJECT
Sta 763+12.3
Sketch Map
Scale 0 1 2 Miles
Astoria
Seaside
Tillamook
Portland
Hood River
Lincoln City
Newport
Waldport
Florence
Reedsport
North Bend
Coos Bay
Coquille
Gold Beach
Grants Pass
Ashland
Salem
Albany
Eugene
Roseburg
OREGON

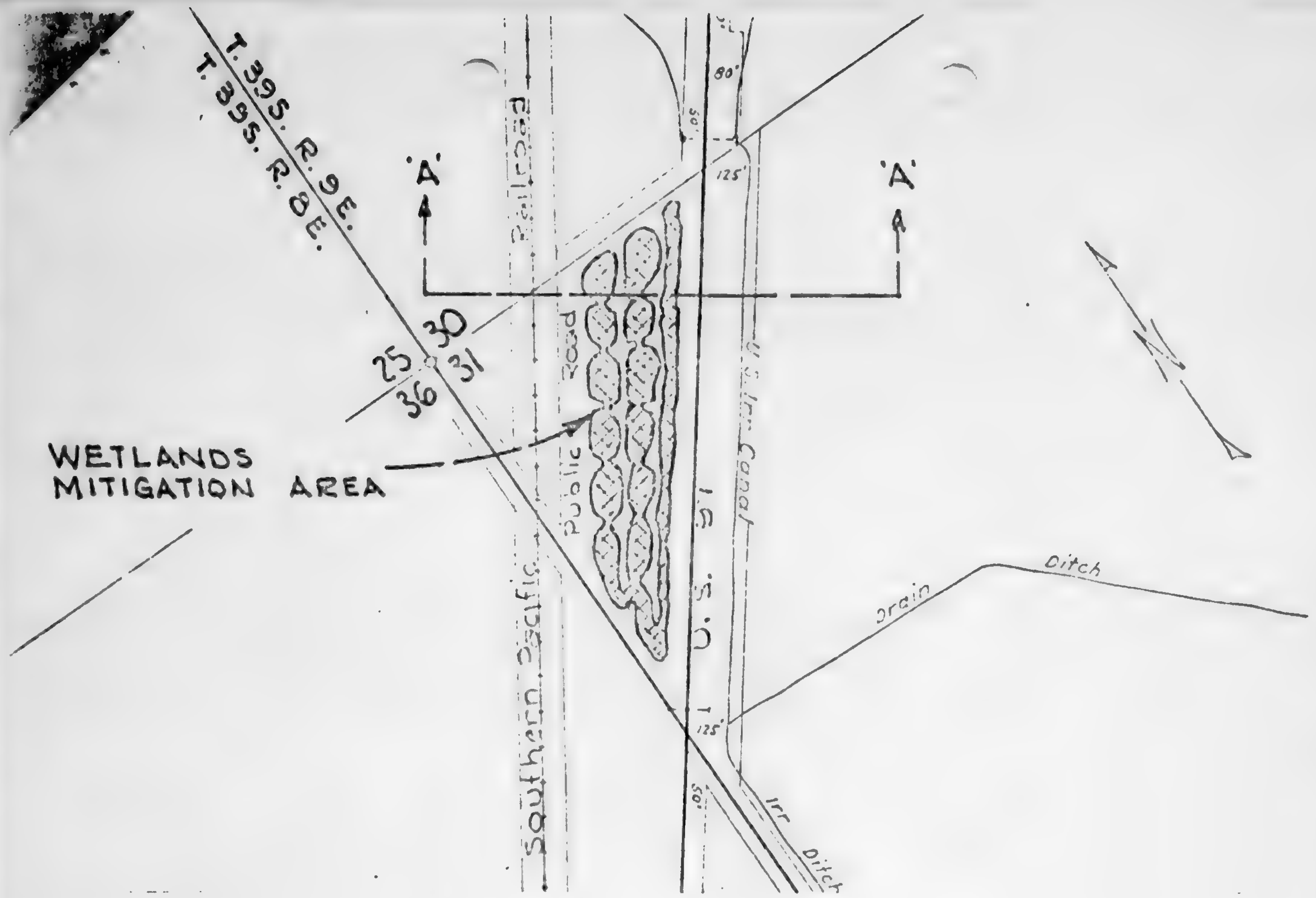
IN: Wetlands Between Railroad and Highway

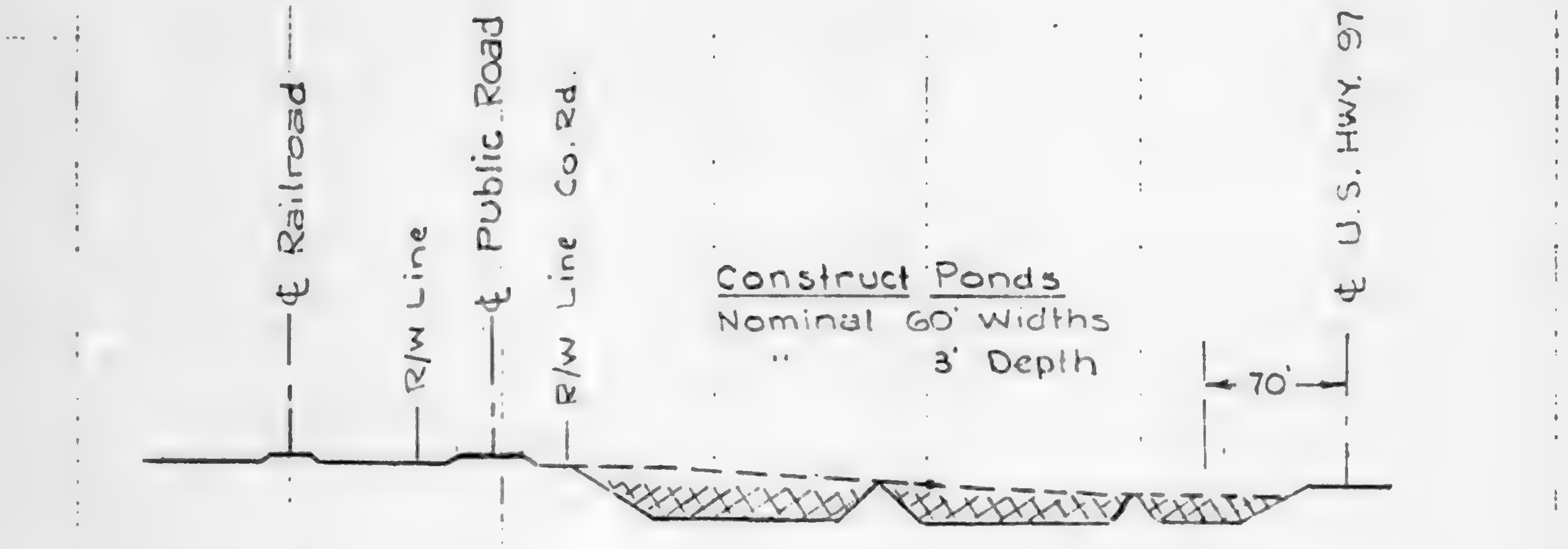
AT: Midland-California State Line, Hwy 97

COUNTY: Klamath STATE: Oregon

APPLICANT: Oregon State Highway Division

DATE: September 1981 SHEET 1 OF 2


T.39S. R.9E.
T.39S. R.8E.
'A'
'A'
25
30
36
31
WETLANDS MITIGATION AREA
Southern Pacific Railroad
Public Road
U.S. 97
U.S. Irr. Canal
Drain Ditch
Irr. Ditch
80'
50'
125'
125'
50'


℄ Railroad
R/W Line
℄ Public Road
R/W Line Co. Rd.
℄ U.S. HWY. 97
Construct Ponds
Nominal 60' Widths
" 3' Depth
70'

SECTION "A-A"

IN: Wetlands Between Railroad and Highway
AT: Midland-California State Line, Hwy 97
COUNTY: Klamath STATE: Oregon
APPLICANT: Oregon State Highway Division
DATE: September 1981 SHEET 2 OF 2

7237

I-5 N

9-1-81

Hal

Midland - Calif Line

Railroad Encroachment is clear

by Roger Trygstad

HO

9857 4 N

STATE OF OREGON

INTEROFFICE MEMO

PRO 5

TO: MEMO TO FILE

DATE: September 1, 1981

FROM: Guy Johnson
Traffic Investigator

SUBJECT: Fatal Accidents Investigation
Midland - California Border
The Dalles-California Highway No. 4
US97, M.P. 280.26 - 291.73

A study was made to determine if any of the listed fatal accidents below were a result of drowning.

The police reports and doctor's death certificates show no deaths due to drowning.

1975 The Dalles-California Hwy. 4 (US97)
M.P. 280.26, Fixed Object, September 1975.
Car struck ditch, one dead from head injuries.

1976 The Dalles-California Hwy. 4 (US97)
M.P. 285.86, Fixed Object, November 1976.
Car struck bridge abutment, one dead from chest injuries.

1977 The Dalles-California Hwy. 4 (US97)
M.P. 286.67, Side Swipe Meeting, July 1977.
Truck hit by unloaded log truck's trailer-reach, jumped guard rail, rolled into canal pinning one body underneath. 2 dead - death certificates show no drowning. Both deaths due to massive head and chest injuries.

M.P. 287.77, Head-On, April 1977.
Driver fell asleep, crossed centerline striking oncoming car.
3 dead all from head and chest injuries.

M.P. 289.87, Head-One, June 1977.
Car went out of control possibly due to speeding, crossed centerline striking oncoming car. 5 killed all from head and chest injuries.

1979 The Dalles-California Hwy. 4 (US97)
M.P. 285.73, Non-Collision, June 10, 1979.
Motor home tire blew-out, lost control and rolled on left side.
2 dead from head and chest injuries.

MEMO TO FILE
September 1, 1981
Page Two

NOTED
E. S. HUNTER

1980 The Dalles-California Hwy. 4 (US97).
M.P. 283.79, Rear-End, April 19, 1980.
Truck tractor and trailer rig rear-ended slow moving car going through thick-heavy smoke.
4 dead from injuries to the head and chest.

GJ:rh
cc: George Wills ✓
J. H. Versteeg ✓
D. D. Allen

REFERRED TO
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1 Cole Mann
Erikson Watson
Hager Dorn Leu
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BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
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STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

RECEIVED
ENVIRONMENTAL
SECTION
AUG 6 1981

Referred to Manager
Proj. Coord. ✓ Res. Coord. ✓
Eng. Coord. Adm. Asst.
Sec. File ✓

TO: FILES

DATE: August 6, 1981

FROM: Donald E. Keyes
Federal Projects Liaison Engineer

SUBJECT: Section 404 Permit and Wetland Mitigation
Midland-California State Line Section
The Dalles-California Highway
Klamath County

On July 13, 1981, notices that we proposed to cover the above project under our General Permit, from the Corps of Engineers for Section 404 involvement, were sent to the various agencies as required by that permit. On July 30, 1981, Jerry Simpson of the Corps of Engineers telephoned to say that the wetland involvement was too great to cover under our General Permit and that an individual permit would have to be processed through the San Francisco office of the Corps of Engineers.

On July 31, 1981, Dave Sill of the U.S. Fish and Wildlife Service telephoned that he was working on a way to mitigate the wetland loss by turning the money that was to be set-up in the contract for that purpose over to the U.S. Forest Service. The Forest Service would use the money to esablish or improve some wetlands in the area of Klamath Marsh some 70 miles north of our proposed project. Mr. Sill said that he would probably get some opposition within his organization but thought that he could overcome the opposition.

My response was that I would have to discuss this proposal with persons within the Highway Division if and when this was officially advanced as a valid proposal and had approval of the Oregon Department of Fish and Wildlife. I further informed Mr. Sill that an individual Section 404 permit would have to be processed through the San Francisco office of the Corps of Engineers and the project could not be contracted as scheduled.

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DEK;ge

cc E. S. Hunter
J. H. Versteeg
Dale Allen
Gary Potter
Frank Terpin

Don:

The mitigation as now proposed is the trench between the RR and the Highway as now described in the FONSI. If we need to investigate other alternatives should that method not be acceptable, then we can do it. Otherwise, Mr. Sill should be informed of what the approved FONSI says.

cc Versteeg
Dale Allen
Don Keyes

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Materials

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 4
P.O. BOX ~~1249~~ 5309, BEND, OREGON 97701 PHONE 382-1911

4

May 28, 1980

In Reply Refer to
File No.:

George O. Bischof, Acting District Permit Engineer
State of California, Department of Transportation
PO Box 2107
Redding, CA 96099

RE: Encroachment Permit No. 280-E-764282

The subject permit was issued April 27, 1980, to the Oregon Department of Transportation through E. S. Hunter, Asst. State Highway Engineer.

Because of various financial problems, it is necessary for the State of Oregon to delay accepting bids for the construction of the Midland-California State Line section of The Dalles-California Highway, US 97.

If it is acceptable to your office, I will place the subject permit in our bring-up file in anticipation of using it when this section is rescheduled. At present, it looks like it will be about September 1, 1980, before we have an idea of when we can expect the reschedule.

John E. Holcomb
Region Traffic Engineer

JEH:mr

cc: Wayne Cobine
John Gunter
Don Trout

3 Versteeg ✓
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Form 734-3122

4

ROAD DESIGN 378-6558

J. B. Boyd
Manager, Right of Way

May 22, 1980

J. H. Versteeg
Road Design Engineer

File 51221
Midland-California State Line Sec.
The Dalles-California Highway
Klamath County

Attached is an authorization, prints, and a description for an easement required for subject project, scheduled for Sept. 25, 1980.

By:
R. R. Rounds
R/W Descriptions Supervisor

RRR:cj
Attachments

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18-1462

STATE OF ORE N

INT OFFICE MEMO

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TO: Memo to the File

DATE: May 8, 1980

For R. D. Havig

FROM: Wayne Cobine
Resident Engineer

SUBJECT: Midland-California State Line
The Dalles-California Highway
Prefix No. 18-1462

REFERRED TO
✓ Board
Staudenmeyer
Cole DWC
Nann
Eriksen
Watson
Hager
Dorn
Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER
Please send Bridge Sec a copy of letter DWC

On Tuesday, May 6, 1980, Dick Havig and I met with the Board of Directors for the Klamath Drainage District in Klamath Falls. At the meeting, I briefly explained the proposed project to them and then identified their facilities and what was proposed at this time.

(1) M.P. 282.90 (Station 296+70) North Canal

The existing facility is three 54" C.M.P. with concrete headwalls and wings. It is proposed to raise the headwall three feet and wings as necessary to retain the embankment and surfacing material to provide room for a 40-foot roadway surface.

It was pointed out that Klamath Drainage District would be responsible for the cost involved in the adjustment of the structure or they could make the adjustment themselves. Klamath Drainage District indicated that they would prefer the State make the adjustment under the contract and they would reimburse the State for said cost. However, they would rather agree on a lump sum cost rather than take the chance of a loaded bid.

(2) M.P. 285.85 (Station 452+55) Klamath Straits Bridge

The existing structure is 26 feet wide and 115 feet long. It is proposed again to provide a 40-foot roadway section.

The flow at this location is controlled upstream by the structure under the Southern Pacific Railroad and downstream by the Klamath Drainage Districk flow structures. It has been estimated by the engineer for the KDD, Mr. William Wales, that they will require in the future up to 1000 cfs. Therefore our structure, whether culverts or bridge, should be capable of handling 1000 cfs or the maximum available through the structure at the roalroad.

Whatever is constructed, the cost thereof is borne by the State.

I informed them, based upon 1000 cfs, a preliminary design would call for three 12½-foot C.M.P. with a difference in head of 0.4 foot or a bridge over a channel having a 15-foot bottom with 1½:1 side slopes. However, other design considerations were being investigated and they would have the opportunity to review and make comments.

WC:mr
cc: Jack Cartwright
Duane Christensen

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 24, 1980

FILE:

FROM: F. W. Yarbrough
Soils Engineer

TO: Duane O. Christensen
Final Design Engineer

SUBJECT: Midland-California State Line
The Dalles-California Hwy.
Klamath County
Fill Settlement

Evaluation of drill data and moisture contents at stations 429, 474, 509, and 543 in the subject section indicate possibly as much as 0.6 feet total settlement of which about 0.2 feet may take place after the pavement is placed on the widened portion of the fills. Drill data from stations 320 and 381 indicate that negligible settlement will occur at those locations.

Where settlement is indicated, it may be forced to completion before paving by the addition of 3-feet of surcharge in place for a minimum time of three months. Surcharge thickness is measured from subgrade.

Settlement is expected to take place rapidly because of the shallow depth of compressible material, the low height (light load) of fill, and the sand layers associated in the foundation which will facilitate rapid drainage.

Because of the low height of fill and thin depth of soft soil, it will be satisfactory to dispose of surcharge material on the side slope of the fill.

This is not necessarily a recommendation to put on the surcharge; it is intended to be no more than a description of the performance of the foundation with and without surcharge.

FWY:af

cc: Frank Terpin
Bill Cole
R. J. VanCleave

REFERRED TO
Beard ___ Stoudenmeyer ___
✓ Cole WEC ___ Mann ___
Eriksen ___ Watson ___
Hager ___ Dorn ___ Lau ___
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER
Call for Surcharge

file copy
o.b.

___ Versteeg ___
___ Anderson ___
1 Christensen DOC
___ Olson ___
2 Sullivan ✓
___ Terpin ___
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STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic 378-6537
DEPT. TELEPHONE

NOTED
W. E. COLE

TO: W. E. Cole
Design Engineer Supervisor

DATE: March 20, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Accident History on Overlays
Midland-California State Line
The Dalles-California Highway No. 4
Klamath County
M.P. 282.76 to M.P. 291.73

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BY FINAL DESIGN ENGINEER

As you requested in your letter dated March 20, 1980, we have reviewed the accident history for the subject section.

5 In the course of our investigation we find that the roadway is 30 feet wide from M.P. 282.76 to M.P. 287.93 and 40 feet wide from M.P. 287.93 to M.P. 291.73. 4

The narrow section is bordered by a canal on the east side and a slough on the west. The guardrail in this section is within 3 feet of the travel lane. From M.P. 282.93 to M.P. 285.83 the guardrail is along the east (north bound) side only. From M.P. 285.83 to M.P. 287.93 the guardrail is continuous along both sides of the highway. There is not room to park next to the guardrail without blocking part of the travel lane and causing a potential traffic hazard.

The 1978 accident rate for the entire section is 1.12, which is below the statewide rate of 1.39 for similar facilities. The 1978 rate for the narrow section (M.P. 282.76 to M.P. 287.93) is 1.64, which is above the statewide rate. In the 3½ years from January 1976 through June 1979, there were 23 accidents in the narrow section. Twelve of those were fixed object, 3 were rear end, 3 were non collision, and one each head on, sideswipe meeting, sideswipe overtaking, turning, and miscellaneous. Four of the accidents were fatals in which 9 persons were killed, 8 were non fatal accidents in which 14 persons were injured and 11 were property damage only accidents.

Although the accident rate for the narrow section is not significantly higher than the statewide rate, the severity of those accidents is a concern to us. Therefore, we favor the proposal to widen the roadway to accommodate 12 foot lanes with 8 foot shoulders, if funds are available.

L E George

L. E. George
Traffic Engineer

1984 N. Albany Intchg.-Corvallis 9860
Lebanon Intchg. Sec. of Pacific Hwy.
in Albany. (Grading & paving) #2

731-0274 (2-86)

9860

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 9-65,66,67 PROJECT REPORT NUMBER	S DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE OREGON
MODIFICATION NUMBER 7	**MODIFICATION C FEDERAL - AID PROJECT AGREEMENT AND APPROVAL / AUTHORIZATION** 9-14-92	COUNTY LINN PROJECT NO. IR-IM-DSB-5-4(95)228

SECTION NAME

N. ALBANY INTERCHANGE-CORVALLIS/LEBANON HIGHWAY INTERCHANGE

The project agreement for the above referenced project entered into between the undersigned parties and executed by the Division Administrator on SEPTEMBER 7, 1984, is hereby modified as follows:

	FORMER AMOUNT	REVISED AMOUNT	APPN. CODE
ESTIMATED TOTAL COST OF PROJECT	$13,047,584.00	$16,630,555.00	
FEDERAL FUNDS	$12,032,481.00	$12,106,120.07	044
	$0.00	$2,715,073.00	04M
	$0.00	$461,680.00	35A

THIS MODIFICATION IS MADE FOR THE FOLLOWING REASONS:

TO INCLUDE INCREASE IN CONSTRUCTION COSTS.

PROJECT CLASSIFICATION OR PHASE OR WORK	EFFECTIVE DATE OF APPROVAL AND OR AUTHORIZATION
PRELIMINARY ENGINEERING	
RIGHTS - OF - WAY	
CONSTRUCTION	SEP 11 1992
OTHER (SPECIFY)	

REMARKS

As requested by Mr. Gilmour's letter of 8/31/92.

FUNDS AVAILABLE
DATE SEP 14 1992

ALL OTHER TERMS AND CONDITIONS OF THE PROJECT AGREEMENT WILL REMAIN IN FULL FORCE AND EFFECT.

OREGON STATE HIGHWAY DIVISION (Official Name of Highway Agency)	**U. S. DEPARTMENT OF TRANSPORTATION** FEDERAL HIGHWAY ADMINISTRATION
By ________ (SIGNATURE OF AUTHORIZED OFFICIAL) FOR: PROGRAM SECTION MANAGER	By ________ (SIGNATURE OF AUTHORIZED OFFICIAL) FOR: Division Administrator Date executed SEP 14 1992

PR - 2A (OREGON REVISION 2-91)

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON
AUGUST 31, 1992

FEDERAL-AID PROJECT NO.: IR-IM-DSB-5-4(95)228

SECTION: N. ALBANY INTERCHANGE-CORVALLIS/LEBANON HWY. INTERCHANGE
HIGHWAY: PACIFIC
COUNTY : LINN

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE J000
IMPROVEMENT CODE:
ROADWORK;(STA. 1029+50 TO STA. 1401+00)

SUBTOTAL AS ON EST OF 3/23/88		$ 11,725,305.27
LUMP SUM INCREASE (SEE ATTACHED SHEETS)		$ 3,533,606.00
	TOTAL J000	$ 15,258,911.27

TYPE CODE CENG
CONSTRUCTION ENGINEERING

TOTAL AS ON EST OF 3/23/88	$ 1,313,278.73

NONPARTICIPATING CITY WORK

SUBTOTAL AS ON EST OF 3/23/88		$ 5,000.00
LUMP SUM INCREASE		$ 53,365.00
	TOTAL	$ 58,365.00

LENGTH OF ROADWAY - - - 7.04 MILES
COST OF ROADWAY PER MILE - - - - - - $ 2,354,004.26

SUMMARY OF FUNDS (92.22%)

APPN	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
044	$ 13,127,434.50	$ 12,106,120.07	$ 1,021,314.43
04M	$ 2,944,126.50	$ 2,715,073.00	$ 229,053.50
35A	$ 500,629.00	$ 461,680.00	$ 38,949.00
"NP"	$ 58,365.00	$ ----- 0 -----	$ 58,365.00
TOTAL	$ 16,630,555.00	$ 15,282,873.07	$ 1,347,681.93

CONTRACT NO. 9,860
E.A. NO. C09860

DDB:ddb

3160

J

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 3-256 PROJECT REPORT NUMBER MODIFICATION NUMBER 6	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 3-25-88	Form Approved; O M B No. 04-R2089 State: Oregon County: Linn Project Number: IR-5-4(96)228

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 7, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 12,124,243	$ 13,047,684
Federal funds	$ 11,303,511	$ 12,032,481
Other revisions		

This modification is made for the following reasons: to include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25TH day of May, 19 88.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

Manager, Program Section
(Title)

~~By~~ XX For: Donald E. Forbes, P.E.

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)
For: Dale E Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon March 23, 1988

Federal-Aid Project No. IR-5-4(95)228

N. Albany Intchge.-Corvallis/Lebanon Hwy. Intchge. Sec.
Pacific Highway
Linn County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code J000
Roadway (Sta. 1029+50 to 1401+00)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temp. Signs	Sq.Ft.	$ 6.00	1,333	$ 7,998.00	1,419.60	$ 8,517.60
Temp. Barr.	Each	100.00	52	5,200.00	72	7,200.00
Moving Temp. Conc. Barr.	Lin.Ft.	3.50	57,250	200,375.00	63,914	223,699.00
Temp. Plastic Safety Marker	Each	30.00	93	2,790.00	121	3,630.00
Temporary Delineators	Each	40.00	75	3,000.00	187	7,480.00
Ditch Excavation	Cu.Yd.	20.00	51	1,020.00	1,380.40	27,608.00
General Excavation	Cu.Yd.	6.00	139,370	836,220.00	209,923.10	1,259,538.60
Aggregate Shoulders	Ton	5.00	49,452	247,260.00	49,361.30	246,806.50
Lean Conc. Base Stages 1B,3,4 (Pa #19B)	Ton	9.65	89,721.98	865,817.10	53,735.11	518,543.81
				$2,169,680.10		$ 2,303,023.51

Total Increase	$ 133,343.41
Subtotal of Previous Estimate of June 26, 1987	11,591,961.86
Subtotal	$11,725,305.27
Engineering	1,312,153.73
Total	$13,037,459.00

Retain in Reserve

Power to Remote Temp. Illum.	Lump Sum	All	Lump Sum	$ 9,000.00
			Subtotal	$ 9,000.00
			Engineering	1,125.00
			Total	$ 10,125.00

Length of Project ------------------- 7.04 mi.

Cost of Roadway per mile $1,851,911.79

NONPARTICIPATING STATE WORK

State Responsibility for Damage Lump Sum All Lump Sum $ 5,000.00

SUMMARY OF FUNDS (92.22%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	044	$ 13,037,459	$ 12,023,144	$ 1,014,315
Reserve	044	10,125	9,337	788
Subtotal		$ 13,047,584	$ 12,032,481	$ 1,015,103
Nonparticipating State Work		5,000	-0-	5,000
Total		$ 13,052,584	$ 12,032,481	$ 1,020,103

Subjob 010 = 0%; 011 = 100%
Contract No. 9,860
Prefix: C622-1999 (PE)
Prefix: C09860

DDB:jc

9866

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
MONTHLY TRANSACTION NUMBER 7 14			County Linn
PROJECT REPORT NUMBER			
MODIFICATION NUMBER 5		7-7-	Project Number IR-5-4(95)228

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 7, 19 84 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 12,870,000	$ 12,914,240
Federal funds	$ 11,858,713	$ 11,909,511
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8 TH day of JU, 19 '87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XXX~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

☆ U.S. GOVERNMENT PRINTING OFFICE: 1985 -491-818/46154

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 26, 1987

FEDERAL AID PROJECT NO. IR-5-4(95)228

N. ALBANY INTCHGE.-CORVALLIS/LEBANON HWY. INTCHGE. SECTION
PACIFIC HIGHWAY
LINN COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE J000
ROADWAY (STA. 1,029+50 TO STA. 572+22)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Asphalt Cement in Mixture Ton	Ton	$ 158.00	2,000	316,000.00	2,280	360,240.00	
				$316,000.00		$360,240.00	
						Increase	$ 44,240.00
			Subtotal from estimate of Sept. 25, 1986				11,547,721.86
						Subtotal	$11,591,961.86
						Engineering	1,312,153.14
						Total	$12,904,115.00

RETAIN IN RESERVE

Power to Remote Teporary Illum.	Lump Sum	All	Lump Sum	$ 9,000.00
			Subtotal	$ 9,000.00
			Engineering	1,125.00
			Total	$ 10,125.00

Length of Project	7.036 mi.
Cost of Roadway Per Mile	$ 1,835,360.29

SUMMARY OF FUNDS (92.22%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	044	$ 12,904,115.00	$ 11,900,174.00	$ 1,003,941.00
Reserve	044	10,125.00	9,337.00	788.00
PARTICIPATING TOTAL		$ 12,914,240.00	$ 11,909,511.00	$ 1,004,729.00
NONPARTICIPATING		5,000.00	---	5,000.00
GRAND TOTAL		$ 12,919,240.00	$ 11,909,511.00	$ 1,009,729.00

Group 1 = 100%
Contract No. 9860
Prefix: 622-1999 (P.E.)
Prefix: C09860
RLC:bkb

NONPARTICIPATING STATE WORK

State Responsibility for Damages	Lump Sum	All	Lump Sum	$ 5,000.00

9860

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 10-393	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Linn
MODIFICATION NUMBER 4	[illegible]	Project Number IR-5-4(95)228

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 7, 1984 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 12,753,787	$ 12,870,000
Federal funds	$ 11,761,542	$ 11,858,713
Other revisions		

This modification is made for the following reasons: To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17TH day of OCT, 1986

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 10, 1986

FEDERAL AID PROJECT NO. IR-5-4(95)228

N. Albany Intchge.-Corvallis/Lebanon Hwy. Intchge. Section
Pacific Highway
Linn County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE J000
Roadway (Sta. 1,029+50 to Sta. 572+22)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Aggregate Shoulders	$ 5.00	45,500	$227,500.00	49,452	$247,260.00	
Class "B" Asphalt Concrete Mixture	12.00	33,000	396,000.00	35,917	431,004.00	
			$623,500.00		$678,264.00	
					Increase	$ 54,764.00
		Subtotal from Estimate of November 7, 1985				11,492,957.86
					Subtotal	$11,547,721.86
					Engineering	1,250,704.14
					Total	$12,798,425.00

RETAIN IN RESERVE

Power to Remote Temporary Illum.	Lump Sum	All	Lump Sum	$ 9,000.00
			Subtotal	$ 9,000.00
			Engineering	1,125.00
			Total	$ 10,125.00

Length of Project -------------- 7.036 mi. mi.
Cost of Roadway Per Mile -------- $1,820,444.86

SUMMARY OF FUNDS (92.22%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	044	$12,798,425.00	$11,802,707.00	$ 995,718.00
Reserve	044	10,125.00	9,337.00	788.00
PARTICIPATING TOTAL		$12,808,650.00	$11,812,044.00	$ 996,506.00
NONPARTICIPATING		5,000.00	----	5,000.00
GRAND TOTAL		$12,813,650.00	$11,812,044.00	$1,001,506.00

Group 1 = 100%
Contract No. 9860
Prefix: 622-1999 (P.E.)
Prefix: C09860

Appn Code: 044

NONPARTICIPATING STATE WORK

State Responsibility for Damages	Lump Sum	All	Lump Sum	$ 5,000.00

RLC:me

9860

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 11-58	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089 State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County LINN
MODIFICATION NUMBER 3	11-15-85	Project Number IR-5-4(95)228

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 7, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 12,112,013	$ 12,758,787
Federal funds	$ 11,165,087	$ 11,761,542
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of NOV, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

~~BY~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 7, 1985

FEDERAL AID PROJECT NO. IR-5-4(95)228

N. ALBANY INTCHGE.-CORVALLIS/LEBANON HWY. INTCHGE. SEC.
PACIFIC HIGHWAY
LINN COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE J000
ROADWAY (Sta. 1,029+50 to Sta. 572+22)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Treated Base Mix in Shlds (PS #5A)	$11.26	41,933.14	$472,167.16	53,806	$ 605,855.56
Lean Concrete Base Stages (PA #16B)	9.35	--	--	14,680	137,258.00
Lean Concrete Base Stages 1B, 3, 4 (PA #198)	9.65	36,000	347,400.00	53,694	518,147.10
Subgrade Subexcavation Stage 2 (PA #20A)	6.00	--	--	13,404	80,424.00
Aggregate Backfill Stage 2 (PA #20B)	9.30	--	--	13,404	124,657.20
SUBTOTAL			$819,567.16		$1,466,341.86

Increase	$ 646,774.70
SUBTOTAL from Estimate of September 12, 1985	10,846,183.16
Subtotal	$11,492,957.86
Engineering	1,250,704.14
Total	$12,743,662.00

RETAIN IN RESERVE

Power to Remote Temporary Illum.	Lump Sum	All	Lump Sum	$ 9,000.00
			SUBTOTAL	9,000.00
			Engineering	1,125.00
			TOTAL	$10,125.00

Length of Project ------------------- 7.036 mi.
Cost of Roadway Per Mile ------------ $1,813,358.02

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$12,743,662.00	$11,752,205.00	$991,457.00
Reserve	10,125.00	9,337.00	788.00
PARTICIPATING TOTAL	$12,753,787.00	$11,761,542.00	$992,245.00
NONPARTICIPATING	5,000.00	---	5,000.00
GRAND TOTAL	$12,758,787.00	$11,761,542.00	$997,245.00

Group 1: 100%
Contract No. 9860
Prefix: 622-1999 (P.E.)
Prefix: C09860

Appn Code: 044

NONPARTICIPATING STATE WORK

State Responsibility For Damages	Lump Sum	All	Lump Sum	$ 5,000.00

RLC:pf

7840

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 11-38
PROJECT REPORT NUMBER
MODIFICATION NUMBER 2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089
State **Oregon**
County **Linn**
Project Number **IR-5-4(95)228**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on **August 7**, 19 **84**, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 10,662,125	$ 12,107,013
Federal funds	$ 9,832,611	$ 11,165,087
Other revisions		

This modification is made for the following reasons: **to include increase in construction and construction engineering cost.**

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8TH day of OCT, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Manager, Program Section
(Title)

XXX **For: L.W. Rulien**
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

RECEIVED
OCT 10 1985
Federal Aid Unit

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 12, 1985

FEDERAL AID PROJECT NO. IR-5-4(95)228

N. ALBANY INTCHGE.-CORVALLIS/LEBANON HWY. INTCHGE. SEC.
PACIFIC HIGHWAY
LINN COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE J000
ROADWAY (STA. 1,029+50 to STA. 572+22)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Treated Base Mix in Shlds (PA #5B)	$ 11.26			41,933.140	$472,167.16
CTB Removal from Ramps (PA #7A)	1.50			13,988.25	20,982.00
Lean Concrete Base Stages 1B, 3, 4 (PA 19B)	9.65			36,000.00	347,400.00
					$840,549.16

Increase	$ 840,549.16
Subtotal from estimate of September 25, 1984	10,005,634.00
Subtotal	$10,846,183.16
Engineering	1,250,704.84
Total	$12,096,888.00

RETAIN IN RESERVE

Power to Remote Temporary Illum.	Lump Sum	All	Lump Sum	9,000.00
			Subtotal	$ 9,000.00
			Engineering	1,125.00
			Total	$ 10,125.00

Length of Project	7.036 miles
Cost of Roadway Per Mile	$1,719,284.82

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$12,096,888.00	$11,155,750.00	$941,138.00
Reserve	10,125.00	9,337.00	788.00
PARTICIPATING TOTAL	$12,107,013.00	$11,165,087.00	$941,926.00
Nonparticipating	5,000.00	---	5,000.00
GRAND TOTAL	$12,112,013.00	$11,165,087.00	$946,926.00

Group 1: 100%
Contract No. 9860
Prefix: 622-1999 (P.E.)
Prefix: C09860

NONPARTICIPATING STATE WORK

State Responsibility for Damages	Lump Sum	All	Lump Sum	$ 5,000.0

RLC:bkb

9860

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-215	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 9-26-84	State OREGON
PROJECT REPORT NUMBER		County LINN
MODIFICATION NUMBER 1		Project Number IR-5-4(95)228

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 7, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 11,271,463	$ 10,662,125
Federal funds	$ 10,389,931	$ 9,832,611
Other revisions		

This modification is made for the following reasons: To release funds for use on Project IR-5-3(131)147.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of September, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

By FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 25, 1984

FEDERAL AID PROJECT NO. IR-5-4(95)228

N. ALBANY INTCHGE.-CORVALLIS/LEBANON HWY. INTCHGE. SECTION
PACIFIC HIGHWAY
LINN COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE J000
ROADWAY (Sta. 1029+50 to Sta. 1401+00)

Subtotal on Previous Estimate of July 31, 1984		$10,005,634.00
	Engineering	646,366.00
	TOTAL	$10,652,000.00

Length of Project ------------------ 7.036 mi.

Cost of Roadway Per Mile ----------- $1,513,928.37

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$10,652,000	$9,823,274	$828,726
Reserve	10,125	9,337	788
TOTAL	$10,662,125	$9,832,611	$829,514

Group 1: 100%
Contract No. 9860
Prefix: 622-1999 P.E.
Prefix: 622-1024

WH:pf

'18.

STATE COPY

TO BE COMPLETED BY FHWA		
8-82	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY LINN PROJECT NO. IR-5-4(95)228

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, Junction SR 34, N. 7.04 mi.
N. Albany Interchange-Corvallis/Lebanon Interchange

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-20-84	7.04
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 11,266,463	$ 10,389,931

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator AUG 7 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 31,1984

FEDERAL AID PROJECT NO. IR-5-4(95)228

N. ALBANY INTCHGE.-CORVALLIS/LEBANON HWY. INTCHGE. SECTION
PACIFIC HIGHWAY
LINN COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE J000
ROADWAY (Sta. 1029+50 to Sta. 1401+00)

Mobilization	Lump Sum	All	--	$ 615,533.00
Temporary Protection and Direction of Traffic	Lump Sum	All	--	40,000.00
Temporary Signs	Sq. Ft.	1,333	6.00	7,998.00
Temporary Barricades	Each	52	100.00	5,200.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	20,925	6.00	125,550.00
Moving Temporary Concrete Barriers	Lin. Ft.	57,250	3.50	200,375.00
Temporary Illumination	Lump Sum	All	--	60,000.00
Temporary Plastic Safety Markers	Each	93	30.00	2,790.00
Temporary Delineators	Each	75	40.00	3,000.00
Oversize Advance Construction Signs	Each	2	1,000.00	2,000.00
Sequential Arrow Signs	Each	6	100.00	600.00
Flaggers	Hour	5,500	8.00	44,000.00
Portable Changeable Message Signs	Each	2	25,000.00	50,000.00
Temporary Striping	Lin. Ft.	166,000	.05	8,300.00
Stripe Removal	Lin. Ft.	75,000	.10	7,500.00
Removal of Structures and Obstructions	Lump Sum	All	--	25,000.00
Ditch Excavation	Cu. Yd.	51	20.00	1,020.00
General Excavation	Cu. Yd.	139,370	6.00	836,220.00
Extra for P.C.C. Pavement Removal	Sq. Yd.	192,100	2.00	384,200.00
Reconstructing Earth Mounds	Each	12	1,000.00	12,000.00
Cold Plane Pavement Removal	Cu. Yd.	45	100.00	4,500.00
Trench Excavation	Cu. Yd.	119	20.00	2,380.00
Finishing Roadbed and Slopes	Lump Sum	All	--	2,000.00
Watering	M-Gal.	1,140	10.00	11,400.00
Aggregate Shoulders	Ton	45,500	5.00	227,500.00
Bituminous Base Mixture	Ton	36,500	17.60	642,400.00
Asphalt in Bituminous Base Mixture	Ton	2,200	17.60	38,720.00
Treated Base Mixture	Ton	75,850	5.00	379,250.00
Cement in Treated Base Mixture	Ton	4,170	70.00	291,900.00

Class "B" Asphalt Concrete Mixture	Ton	33,000	12.00	396,000.00
Asphalt Cement in Mixture	Ton	2,000	158.00	316,000.00
Hydrated Lime in Mixture	Ton	330	200.00	66,000.00
Asphalt in Tack Coat	Ton	52	200.00	10,400.00
Continuously Reinforced Concrete Pavement	Sq. Yd.	207,400	20.00	4,148,000.00
Reinforced Concrete Pavement	Sq. Yd.	2,850	30.00	85,500.00
Terminal Anchors	Lin. Ft.	1,040	40.00	41,600.00
Terminal Expansion Joints	Lin. Ft.	625	100.00	62,500.00
12-inch Culvert Pipe	Lin. Ft.	88	30.00	2,640.00
15-inch Culvert Pipe	Lin. Ft.	591	40.00	23,640.00
Concrete Inlets, Type M-E	Each	8	500.00	4,000.00
Concrete Inlets, Type G-2	Each	5	500.00	2,500.00
4-inch Polyethylene Drain Pipe	Lin. Ft.	51,134	1.00	51,134.00
Gravel in Drains	Cu. Yd.	1,165	10.00	11,650.00
Protection Blocks	Each	126	50.00	6,300.00
Guard Rail, Type 2A	Lin. Ft.	11,830	8.00	94,640.00
Guard Rail, Type 3	Lin. Ft.	950	10.00	9,500.00
Guard Rail Anchors, Type 1	Each	19	300.00	5,700.00
Guard Rail Anchors, Type 1 Modified	Each	8	325.00	2,600.00
Rail End Pieces, Type C	Each	19	300.00	5,700.00
Type 2 Fence	Lin. Ft.	4,240	2.00	8,480.00
Type CL-6 Fence	Lin. Ft.	6,780	7.00	47,460.00
Concrete Barrier	Lin. Ft.	1,425	15.00	21,375.00
Salvaging and Reinstalling Attenuators	Each	2	5,000.00	10,000.00
Paved Culvert End Slopes	Sq. Yd.	181	20.00	3,620.00
Geotextile Fabric in Drains	Sq. Yd.	14,700	1.00	14,700.00
Delineators, Type 1	Each	126	19.00	2,394.00
Delineators, Type 2	Each	725	19.00	13,775.00
Delineators, Type 3	Each	100	19.00	1,900.00
Delineators, Type 4	Each	30	19.00	570.00
Remove and Reinstall Existing Sign	Lump Sum	All	--	5,000.00
Thermoplastic Pavement Arrows	Each	7	100.00	700.00
Mono-Directional Crystal Type I Markers	Each	1,860	3.00	5,580.00
Steel Sheet Piling	Sq. Ft.	194	150.00	29,100.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	2,240	30.00	67,200.00
Class 1 Preparation	Sq. Yd.	7,095	10.00	70,950.00
Class 2 Preparation	Sq. Yd.	710	200.00	142,000.00
Furnish Latex-Modified Concrete	Cu. Yd.	394	200.00	78,800.00
Construct Latex-Modified Concrete Resurfacing	Sq. Yd.	7,095	10.00	70,950.00
Poured Joint Seals	Lin. Ft.	1,140	6.00	6,840.00
Adjusting Catch Basins	Each	11	200.00	2,200.00
Furnishing and Planting Shrubs	Each	600	12.00	7,200.00
Bark Mulch	Unit	8	200.00	1,600.00
				$ 9,989,734.00

ANTICIPATED ITEMS

Railroad Protective Costs	Lump Sum	All	--	$ 5,300.00
Permanent Pavement Striping	Lump Sum	All	--	15,000.00
On-the-Job Trainees ($0.80 @ 4,000 hour)	Lump Sum	All	--	3,200.00
Credit for Salvage of 2 Portable Changeable Message Signs	Lump Sum	All	--	(7,600.00)
				$ 15,900.00
		SUBTOTAL		$10,005,634.00
		Engineering		1,250,704.00
		TOTAL		$11,256,338.00

RETAIN IN RESERVE

Power to Remote Temporary Illumination	Lump Sum	All	--	$ 9,000.00
		SUBTOTAL		$ 9,000.00
		Engineering		1,125.00
		TOTAL		$ 10,125.00

Length of Project --------------------- 7.036 miles
Cost of Roadway Per Mile -------------- $1,599,820.64

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$11,256,338.00	$10,380,594.00	$875,744.00
Reserve	10,125.00	9,337.00	788.00
PARTICIPATING TOTAL	$11,266,463.00	$10,389,931.00	$876,532.00
Nonparticipating	5,000.00	--	5,000.00
GRAND TOTAL	$11,271,463.00	$10,389,931.00	$881,532.00

Group 1: 100%
Contract No. 9860
Prefix: 622-1999 P.E.
Prefix: 622-1024

NONPARTICIPATING (STATE WORK)

State Responsibility for Damages	Lump Sum	All	--	$5,000.00

WH:pf

September 2, 1992

AETNA CASUALTY AND SURETY CO
BOND DEPT
1501 FOURTH AVENUE SUITE 620
SEATTLE WA 98101-1603

CON 5 -
9860

Contract No. 9860, awarded to Gilbert Pacific Corp. for work on the N. Albany Interchange-Corvallis/Lebanon Interchange Section of the Pacific Highway in Linn County was completed on August 12, 1992, and accepted by the State Highway Division on August 28, 1992.

The total contract amount is $15,257,136.58 including work performed under force account.

You have been advised previously that notices of claims have been filed with us against the performance bond on this contact, and some claims have been paid.

Fran Neavoll
COMMISSION SERVICES

FKN:cv

cc: Gilbert Pacific Corp.
P. O. Box 1016
Camas, WA 98607

Aetna Casualty and Surety Co.
151 Farmington Avenue
Hartford, CT 06156

bc: Wayne Cobine
Terry Shike
Financial Services Attn: Bobbie Pickerell
Ken Husby

Oregon

DEPARTMENT OF
TRANSPORTATION

Highway Division

AUGUST 31, 1992

ROBERT G. CLOUR
DIVISION ADMINISTRATOR
FEDERAL HIGHWAY ADMINISTRATION
THE EQUITABLE CENTER, SUITE 100
530 CENTER STREET N.E.
SALEM, OREGON 97301

FILE CODE:
PRO

SUBJECT: PROGRAM DATA CHANGE
PROJECT NO.: IR-IM-DSB-5-4(95)228
SECTION : N. ALBANY INTERCHANGE-CORVALLIS/LEBANON
HIGHWAY : PACIFIC
COUNTY : LINN

DEAR MR. CLOUR:

I REQUEST YOUR APPROVAL OF A PROGRAM DATA CHANGE TO : 1) DUAL FUND THE SUBJECT PROJECT UTILIZING APPN CODE 04M, AND APPN CODE 35A TO SUPPLEMENT APPN CODE 044 FUNDS, AND 2) TO ADJUST THE ESTIMATED CONSTRUCTION COSTS.
THIS CHANGE WILL REQUIRE THE FOLLOWING REVISIONS.
1) ADD APPN CODE: "04M" AND "35A"
2) ADD PREFIX : "IM" AND "DSB"

THE ADJUSTED CONSTRUCTION COSTS ARE $ 16,630,555.00 WITH FEDERAL FUNDS OF $ 15,282,873.07.

APPROVAL OF THIS REQUEST WILL INVOLVE A REVISION IN FINANCING AS INDICATED ON THE ENCLOSED COPIES OF MODIFICATION OF PROJECT AGREEMENT (PR-2A), AND REVISED PROJECT AGREEMENT ESTIMATE.

SINCERELY,

CAM GILMOUR, MANAGER
PROGRAM SECTION

ATTACHMENT'S

cc: KEVIN BOYLE, REGION 2 FED-AID SPEC.
BRUCE WALTON, OPERATIONS
GENERAL FILES
FILE

DDB:ddb

Transportation Building
Salem, OR 97310

734-3122 (12-90)

9860

STATE OF OREGON

Office of Operations 378-6594 **INTEROFFICE MEMO**

TO: Manager
Commission Services

DATE: August 28,1992

Ken Karmol

FROM: for Wayne Cobine,Manager
Office Of Operations

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications, and I hereby accept the following contract as of this date:

Contract 9860 On Site Work Substantially Completed : October 10,1986

All Work Completed	August 12,1992
Project	N.Albany Interchange - Corvallis/Lebanon Interchange
Highway	Pacific
County	Jefferson
Type of Work	Grade and Pave
Contractor	Gilbert Pacific Corp.

BMW:bmw

cc: Bruce M. Walton
Herm Mitzel(Lab)
John Scofield
Office Of Operations File

COMACC

SURETY LETTER WRITTEN 9/2/92

RECEIVED
AUG 31 1992
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

Oregon

DEPARTMENT OF
TRANSPORTATION

HIGHWAY DIVISION
Offfice of Operations

FILE CODE: C9860

DATE: July 14, 1992

TO: Robert G. Clour, Division Administrator
Federal Highway Administration

S Littrell
FROM: for Wayne Cobine, P.E., P.L.S.
Manager, Office of Operations

SUBJECT: Claim Settlement Transmittal Follow-Up
N. Albany Interchange - Corvallis/Lebanon Interchange
Contract No. 9860
F. A. Project No. IR-5-4(95)228

This memo is a follow-up to my June 15, 1992 memo transmitting the subject claim settlement to you requesting federal participation.

We were asked by your representatives to submit a legal opinion on the case (claim), Gilbert Pacific v. State of Oregon - Marion County Circuit Court No. 89C-10363. Attached is our legal closing report from James H. Van Dyke, Assistant Attorney General.

We again request your retroactive (to 5-28-92) participation in this settlement at a percentage as specified in the current (FHWA - state) project agreement.

Please contact Steve Littrell of this office if you need additional information.

w

RECEIVED
STATE HWY. ENGR.
Assigned To:
JUL 15 1992
For:
Rough Draft ☐ Act ☐ Info ☐ Direct Reply ☐ File ☐

SJL:dp
clour.sjl

Attachment

cc: w/attachment
Bill Anhorn
Tom Lulay
Ken Husby
Ken Stoneman
Byron Inman

Cam Gilmour
Doug Goldbach
Bruce Walton
Jim Van Dyke, DOJ (w/original transmittal)

2950 State Street
Salem, OR 97310
(503) 378-6528
FAX (503) 373-7395

734-2255 (4-91)

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313
FAX: (503) 378-4968

RECEIVED
JUL 10 1992
OFFICE OF OPERATIONS

MGR ___ CAE K
FM ___ CA ___
BA ___ CSS ___
MMS ___ DP ___
SPC ___ CP ___
OM ___ CCC ___
SEC ___ LC ___
SSE ___
PQC ___ HMC ___
SQC ___ SSC ___
SCC ___ FOR ___
CT ___ AGR ___
SO ___ BS ___
AC ___

MEMORANDUM

DATE: July 8, 1992

To: Ken Karnosh
Contract Claims

From: James H. Van Dyke
Assistant Attorney General

Re: Closing report: Gilbert Pacific v. State

This memorandum concerns the legal issues raised in Gilbert Pacific v. State Department of Transportation.

1. Acceleration -

Gilbert Pacific claimed that the State constructively accelerated its work during the contract. Acceleration occurs when the contractor encounters an excusable delay, requests a time extension which is refused and actually accelerates in order to complete on schedule. Envirotech Corp. v. Tennessee Valley Authority, 715 F. Supp. 190 (W.D.Ky. 1988).

Gilbert contended this occurred when it encountered unexpected soft subgrade which it was required to correct. It requested time extensions not only for the entire contract, but extensions as to interim work restrictions, which if violated, could result in the assessment of liquidated damages.

The State argued that Gilbert's contention was wrong both factually and legally. Factually, the additional work did not cause Gilbert Pacific to accelerate, and it was never in danger of being assessed liquidated damages. Legally, the State contended that since Gilbert had an additional contract season that it did not plan to use that no acceleration could occur. (Gilbert did not contend that it had a right to finish early.)

The jury, and ultimately, the Court of Appeals, ruled against the State's legal argument. The jury, through its verdict, apparently rejected the factual argument as well.

2. Additional Parties At Trial -

The trial court permitted a subcontractor, Walt's Concrete, to "participate" at trial on the first day of trial. The State contended that the only proper party was Gilbert Pacific and that Walt's was simply a subcontractor that had no standing to sue the State directly. A motion for mis-trial, based on Walt's participation, was denied. The Court of Appeals rejected this contention as well.

The State is concerned about the result of this holding, which appears to be at variance with established law.

3. Effect of Price Agreements -

As construction proceeded, the State and Gilbert Pacific signed price agreements, or change orders, that modified the contract and which were intended to compensate Gilbert Pacific for the additional work. The agreements specifically state that they include direct and indirect costs. Gilbert overran the quantities contained in the price agreements, sometimes substantially.

Gilbert contended that the price agreements were not "negotiated" and that they did not foreclose Gilbert from recovering its "impact" (i.e. indirect) costs of performing the work. A motion was made to the trial court on this basis and failed. A similar argument failed in the Court of Appeals.

Prior to trial the State moved, by way of a motion in limine, to exclude all evidence regarding so-called "impact" costs based on the price agreements. The motion was denied. A motion for directed verdict on such costs at the close of plaintiff's case-in-chief was also offered on this basis. It was also denied. The same issue went on appeal and was unsuccessful.

Despite this lack of success, the price agreements do not need to be revised and are not ambiguous. Gilbert should have been restricted to the agreed payment, at least for the amounts stated in the price agreements.

The underlying problem here, which apparently overshadowed everything else, was that the quantities in the price agreements were overrun, permitting Gilbert to argue that a "material change" had occurred in the character of the work and that additional compensation was due. This is a factual question upon which we did not prevail.

4. Jury Instruction -

The court instructed the jury that the State had breached an implied warranty of the plans and specifications if the jury found that the plans were "incomplete."

The State objected that under the contract, additional work is contemplated and is not considered a breach of contract. Therefore the court should not instruct the jury that simply because the State ordered additional work a breach occurred.

Unfortunately, the trial court and Court of Appeals disagreed. From our standpoint, the court confused prior cases regarding warranties about particular methods of construction with warranties regarding "completeness" of plans.

Finally, this matter was presented to the Oregon Supreme Court, which has discretionary review of civil cases. The Supreme Court chose not to review this case, despite our efforts to convince them otherwise.

In summary, the State presented and preserved its legal arguments regarding this matter and sought review until all possible avenues of review were exhausted.

JTT05B83/JVD/clh

Oregon

DEPARTMENT OF
TRANSPORTATION

HIGHWAY DIVISION
Offfice of Operations

RECEIVED
STATE HWY. ENGR.
Assigned To:

JUN 16 1992

For:

Rough Draft	Act	Info	Direct Reply	File

FILE CODE: C09860

DATE: June 15, 1992

TO: Robert G. Clour, Division Administrator
Federal Highway Administration

Wayne F. Cobine

FROM: Wayne F. Cobine, P.E., P.L.S.
Manager, Office of Operations

SUBJECT: **Claim Settlement Transmittal**
N. Albany Interchange - Corvallis/Lebanon Interchange
Contract No. 9860
F.A. Project No. IR-5-4(95)228

Attached is a copy of Price Agreement No. 38 in the amount of $3,321,494.22 for settlement of the judgment in Marion County Circuit Court Case No. 89C-10363. The contractor had filed a complex contract claim in 1989 for $2.7± million.

In 1990, the Circuit Court awarded the contractor $2,024,035.98. This ruling was appealed to the State Appellate Court in 1991 and the ruling was unfavorable to the State. In 1992, the State appealed to the State Supreme Court on the two key issues of the case and the State Supreme Court refused to hear the case.

We met with FHWA representatives John Gernhauser and Tom Lowe on May 27, 1992 and discussed the settlement and this submittal. Attached is a description and summary of the claims by Ken Karnosh, Contract Administration Engineer. We were also asked to submit an opinion from our legal counsel. That legal closing report will be submitted at a later date. You may wish to confer with former area engineer, Bill Kappus, on some of the particulars of the claims.

The judgment and interest has now been paid and we are asking for your retroactive (to 5-28-92) participation in the amount as specified in the current project agreement. We contend it is in the public's best interest to pay the judgment.

Please contact Steve Littrell of this office if you need additional information.

SJL:dp
claim.sjl

Attachments

cc: w/attachments
Bill Anhorn
Tom Lulay
Ken Husby
Ken Stoneman
Byron Inman
Cam Gilmour
Doug Goldbach
Bruce Walton w/orig. order and back-up
Jim VanDyke, DOJ

2950 State Street
Salem, OR 97310
(503) 378-6528
FAX (503) 373-7395

734-2255 (4-91)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION) N. Albany Intch. - Corvallis/Lebanon Intch.		CONTRACT NO. 9860
HIGHWAY Pacific	COUNTY Linn	
CONTRACTOR'S NAME AND ADDRESS Gilbert Pacific Corp. P.O. Box 1016 Camas, WA 98607		F. A. PROJECT NO. IR-5-4(95)228 PRICE AGREEMENT NO. 38

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Pay judgement ordered by Marion County Circuit Case No. 89C-10363.

Interest is added as required by ORS 279.435.

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
4038A	Judgement	All	L.S.	$2,024,035.98	$2,024,035.98
4038B	Interest to 5-27-92	All	L.S.	1,297,458.24	1,297,458.24
	(Interest to accrue at $499.61 per day after above date.)				

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 3,321,494.22

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: Unilateral
CONTRACTOR DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

SUBMITTED BY PROJECT MANAGER DATE

[✓ APPROVAL RECOMMENDED] ~~OR APPROVED~~ [✓ BY REGION] DATE
Ken [illegible] 5-27-92

NOTED OR [✓ APPROVED] BY CONST~~RUCTION~~ DATE
[illegible] 5-28-92

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

Oregon Department of Transportation
HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION): N. Albany Intch. - Corvallis/Lebanon Intch.
CONTRACT NO.: 9860
HIGHWAY: Pacific
FA PROJECT NO.: IR-5-4-(95)228
NET EFFECT OF ORDER ON PROJECT: ☒ INCREASE ☐ DECREASE $3,321,494.22
PROJECT AUTHORIZATION: $12,441,188.25
EST. PROJECT COST WITH ORDER: $ 16,581,188.25
OVERRUN: 33 %
ESTIMATED STARTING DATE *: 5-27-92 OR DATE WORK WAS STARTED *:
WORK OR CHANGE IS MAJOR ? ☒ YES ☐ NO
TO ACCOMPANY (ORDER TYPE AND NUMBER): P.A. No. 38
PREPARED ~~BY~~ PROJECT MANAGER: for by: Steve Littrell, Contract Claims Coord. DATE: 5/28/92
REVIEWED BY REGION: Ken Stoneman DATE: 5/27/92

WORK OR CHANGE HAS BEEN DISCUSSED WITH —

Jim Van Dyke - DOJ	BY	Ken Karnosh	DATE 5/26/92
Jim Van Dyke - DOJ	BY	Steve Littrell	DATE 5/26/92
Wayne Cobine	BY	Ken Karnosh	DATE 5/27/92
Ken Stoneman	BY	Steve Littrell	DATE 5/27/92

PRIOR APPROVAL TO PROCEED WITH THE WORK OR CHANGE HAS BEEN OBTAINED FROM * —

Ken Karnosh	BY	Steve Littrell	DATE 5/27/92
Wayne Cobine	BY	Ken Karnosh	DATE 5/27/92
Bill Anhorn	BY	Wayne Cobine	DATE 5/27/92

WORK OR CHANGE HAS BEEN DISCUSSED WITH FHWA

John Gernhauser/Tom Lowe	BY	Van Dyke Karnosh, Stoneman, Littrell	DATE 5/27/92

FHWA TENTATIVE APPROVAL OBTAINED FROM — BY DATE

FOR CONTRACT CHANGE ORDERS THAT CHANGE A CONTRACT PRICE OR DETERMINE A NEW PRICE —

"COST ESTIMATE," FORM 734-1877, IS ATTACHED: ☐ YES
"COST ESTIMATE," FORM 734-1877, IS APPROVED BY REGION: ☐ YES ☒ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (OPERATIONS COST ANALYSIS GROUP OR PROJECT DEVELOPMENT SECTION): BY DATE

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who requested; Why necessary; Why cost is not a contractor responsibility; Parties other than State or FHWA that have agreed to share the costs; Emergency work prior to approval; Estimated effect on project time; Significant discussions; References to supporting and / or attached documents, including estimates of costs for "Extra Work Orders" and "Force Orders") —

This order is necessary to pay the judgement amount of $3,321,494.22 including interest as directed by Marion County Circuit Court Case No. 89C-10363.

☐ CONTINUED ON ADDITIONAL SHEETS

* EXCEPT IN EMERGENCY SITUATIONS; THE WORK OR CHANGE MAY NOT PROCEED WITHOUT PROPER PRIOR APPROVAL(S)

734-1882(1-91)

POST-JUDGMENT SUMMARY
N. ALBANY INTCHG.-CORVALLIS/LEBANON INTCHG. SECTION
CONTRACT NO. 9860

Bids were taken on this project in early July, 1984, to remove the existing surfacing and construct new surfacing with portland cement concrete pavement on about 7 miles of Interstate 5 at Albany. The specified completion date was in the Fall of 1986, although no construction was allowed between November 1 and February 1 of any year. The contractor planned to reconstruct about 1 1/2 miles of the southbound side in late 1984 and to finish reconstruction in the Fall of 1985.

The contractor claimed, and the court awarded, extra costs and impact costs which were caused by large quantities of subexcavation and subgrade repairs which were not specifically included in the contract documents.

The subgrade in this section had been built with materials obtained from adjacent borrow pits, which included seams of the clay soils prevalent in that area. Because that subgrade had been built to our specifications, we anticipated only to have to do a minor amount of subgrade repair for this job. That repair would be done under the unstable materials section of our earthwork specifications. The repair, however, turned out to be a significant item, in that we did about 2,000 cubic yards during the first segment in 1984 and about 70,000 cubic yards for the total project.

Our contract suggested that the contractor may wish to utilize either a resonant pavement breaker or a trailer-mounted pile hammer to break up the existing concrete pavement. After trying several methods, the contractor used the resonant breaker to break nearly all of the pavement on the project. It worked very well in that it worked fast and broke the material to sizes which were easily crushed for re-use. The resonant breaker, however, may have actually caused some of our problems by activating and destabilizing the clays in the subgrade with its vibration. It is an excellent machine, though, and we should just plan to do some subgrade repairs to finegrained soils in subgrade for future jobs.

In constructing the first segment in 1984, we found that traffic on the subgrade caused instability of the clays and required subexcavation and repair. After that segment, we required the contractor to excavate in a manner such that equipment would not be working on the subgrade level(he used a large hydraulic excavator with a large loader bucket). We also negotiated to change the base material from a cement treated base to a lean concrete base so that placement could be done without equipment travelling on the subgrade.

In performing the subexcavation work, the contractor used essentially the same equipment as for the excavation except that much of the subexcavation was done on a second or third shift basis. We offered, and the contractor eventually signed, two price agreements paying the excavation bid price for approximately half of the subexcavation work. The last half of the subexcavation was done at the same price even though no price agreement was written. The contractor had, however, told us during the late stages of the job that the bid price did not adequately compensate him for all extra costs of the subexcavation. Agreed prices were paid for the several types of backfill material used.

The contractor claimed that, since the surfacing design samples showed clay in the existing subgrade, we could have anticipated the subexcavation work and included it in our design for the project. He requested payment for impact costs for the subexcavation work which he claimed were not covered by the bid price. These included extra equipment, lower productivity for the extra or night shifts, scheduling impacts due to the extra work, overhead, etc. Much of our early denial of the claim was on lack of notice since no notice of claim was ever made or received. This was not adequate, though, since constructive notice was proven. The real problem seemed to be the contractor's plan to finish by late 1985 compounded by the fact that a winter shutdown would be required if the job had not been finished by the Fall of 1985.

The contractor submitted at least two time extension requests during the project due mostly to the subexcavation. We did not grant any of the requests because the contractor's schedule showed another year of contract time beyond the planned completion. In retrospect, he was actually looking for relief from the winter suspension of work rather than an extension of the completion date.

If we could turn back the calendar to early 1985, we and the contractor should have jointly analyzed whether it would have been more cost effective to work the extra shifts, etc. to do the subexcavation or to pay for the costs of winter suspension and complete the project in 1986 and reacted accordingly.

The courts ruled that the contractor could recover impact costs due to the added work and costs above the prices the contractor agreed to in the two signed price agreements for the subexcavation.

9860

Oregon

DEPARTMENT OF
TRANSPORTATION

Highway Division

378-6516
FILE CODE:

AGENDA
JUN 16 1992

DATE: June 2, 1992

TO: Oregon Transportation Commission

FROM: William Anhorn
Deputy Director

SUBJECT: Request for Increase in Project Authorization
North Albany Interchange-Corvallis/Lebanon Interchange
Pacific Highway (I-5)
Contract No. 9860

COM 5-1

On the agenda for the June 16 Commission meeting is a request to increase the construction authorization of the subject project by $4,140,000 or 33.3 percent.

Unanticipated subexcavation and backfill were required after the current authorization was established. The contractor filed suit to recover costs alledged to have resulted from this extra contract work. The Court awarded the contractor a judgment in the amount of $2,024,036 to settle the claim. There appears to be no way to mitigate this overrun. Litigation costs, interest on the judgment, and increase in engineering costs make up for the balance of the requested increase.

I recommend that the authorization be increased by $4,140,000 for a new total of $16,581,188.25.

bc Don Forbes
Judy Gregory
Fran Neavoll
Cam Gilmour
Wayne Cobine
Ken Husby
Ken Stoneman
Byron Inman
Bruce Walton
Carol Mitchell
Andy Booz
OTC Folder

CFH:lje fn glt

Transportation Building
Salem, OR 97310

Oregon Department of Transportation
HIGHWAY DIVISION

REC EST FOR INCREASE IN PRC ECT AUTHORIZATION

PROJECT NAME (SECTION) W. Albany Interchange - Corvallis/Lebanon Interchange			CONTRACT NO. 9860
HIGHWAY Pacific	KIND OF WORK Grading, Paving		FA PROJECT NO. IR-0054095
CONTRACTOR Gilbert Pacific		CONTRACT WORK COMPLETED 100 %	ESTIMATED COMPLETION DATE 10-10-86

	CURRENT AUTHORIZATION		CURRENT ESTIMATE
CONTRACT AMOUNT	9,513,578.20	BID ITEMS	9,763,702.00
ANTICIPATED ITEMS	45,100.00	CONTRACT CHANGE & EXTRA WORK ORDERS	5,572,461.00
CONTINGENCY	2,079,723.33	ADDITIONAL OR REMAINING CONTINGENCIES	0
CREDITS	0	ORDERS FOR FORCE WORK	148,979.00
ENGINEERING	802,786.72	ENGINEERING	1,096,046.25
TOTAL PROJECT COST	12,441,188.25	TOTAL PROJECT COST	16,581,188.25

ESTIMATED INCREASE $ 4,140,00.00 33.3%

LIST MAJOR OVERRUNS AND UNDERRUNS - INCLUDE THE BI, CCO,EWO & SFO NUMBERS, DESCRIPTION & WHETHER THE WORK WAS ANTICIPATED (A) OR UNANTICIPATED (U).	CURRENT ESTIMATED AMOUNT	AMOUNT OF CHANGE
Additional subgrade subexcavation & backfill	981,670	300,000
Contractor Litigation Judgement (Marion County Circuit Court No.89-C-10363)	2,024,036	2,024,036
Interest on Judgement	1,300,000	1,300,000
Litigation Costs	124,000	124,000
Engineering	1,095,000	292,213

PRINCIPAL REASONS FOR OVERRUNS (CONTINUE ON ATTACHMENTS)

Additional subgrade subexcavation was encountered after the current authorization was established.

The contractor filed suit in Marion County Circuit Court to recover additional costs (including impact to their project operations) resulting from the substantial amount of unanticipated subgrade subexcavation and backfill. This also included impacts to the concrete placement subcontractor. The Court jury found in f of the contractor and awarded them the $2,024,036 judgement. Appeals State Appeals Court, the State Supreme Court were not suc
The engineering increase was primarily due t work and charges working on the contractor's claims and liti

Don't send over unless Walter wants

SUBMITTED BY PROJECT MANAGER	DATE		DATE
CONFIRMED BY REGION ENGINEER Kenneth L Stoneman	DATE 5-27-92	NO	DATE 5/27/92
NOTED BY PROGRAM MANAGER OK	DATE 5/28/92	DATE OF APPROVAL BY COMMISSION (OR PROGRAM SECTION FOR NON-STATE HIGHWAY PROJECT)	5/28/92

734-3372(8-91) INSTRUCTIONS: SUBMIT ORIGINAL THROUGH REGION TO OPERATIONS SECTION. OPERATIONS SECTION WILL DISTRIBUTEAPPROVED COPIES

Oregon Department of Transportation
HIGHWAY DIVISION

REC EST FOR INCREASE IN PRC ECT AUTHORIZATION

PROJECT NAME (SECTION) N. Albany Interchange - Corvallis/Lebanon Interchange			CONTRACT NO. 9860
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The engineering increase was primarily due to all the added contract work and charges working on the contractor's claims and litigation.

SUBMITTED BY PROJECT MANAGER	DATE	NOTED BY LOCAL AGENCY	DATE
CONFIRMED BY REGION ENGINEER Kenneth L Stoneman	DATE 5-27-92	NOTED BY OPERATIONS ENGINEER Wayne Koberie	DATE 5/27/92
NOTED BY PROGRAM MANAGER OK	DATE 5/28/92	DATE OF APPROVAL BY COMMISSION (OR PROGRAM SECTION FOR NON-STATE HIGHWAY PROJECT)	5/28/92

734-3372(8-91) INSTRUCTIONS: SUBMIT ORIGINAL THROUGH REGION TO OPERATIONS SECTION. OPERATIONS SECTION WILL DISTRIBUTEAPPROVED COPIES

Oregon Department of Transportation
HIGHWAY DIVISION

REQUEST FOR INCREASE IN PROJECT AUTHORIZATION

PROJECT NAME (SECTION) N. Albany Interchange - Corvallis/Lebanon Interchange			CONTRACT NO. 9860
HIGHWAY Pacific	KIND OF WORK Grading, Paving		FA PROJECT NO. IR-0054095
CONTRACTOR Gilbert Pacific		CONTRACT WORK COMPLETED 100 %	ESTIMATED COMPLETION DATE 10-10-86

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PRINCIPAL REASONS FOR OVERRUNS (CONTINUE ON ATTACHMENTS)

Additional subgrade subexcavation was encountered after the current authorization was established.

The contractor filed suit in Marion County Circuit Court to recover additional costs (including impact to their project operations) resulting from the substantial amount of unanticipated subgrade subexcavation and backfill. This also included impacts to the concrete placement subcontractor. The Court jury found in favor of the contractor and awarded them the $2,024,036 judgement. Appeals by ODOT to the State Appeals Court, the State Supreme Court were not successfull.
The engineering increase was primarily due to all the added contract work and charges working on the contractor's claims and litigation.

SUBMITTED BY PROJECT MANAGER	DATE	NOTED BY LOCAL AGENCY	DATE
CONFIRMED BY REGION ENGINEER Kenneth L Stoneman	DATE 5-27-92	NOTED BY OPERATIONS ENGINEER Wayne Cobine	DATE 5/27/92
NOTED BY PROGRAM MANAGER OK William Crukel	DATE 5/28/92	DATE OF APPROVAL BY COMMISSION (OR PROGRAM SECTION FOR NON-STATE HIGHWAY PROJECT) Don Gilmore 5/28/92	

APPROVED BY TRANSPORTATION COMMISSION
per Halleen, Whitty & Ford by unanimous via phone
DATE May 28, 1992
Iran Neavoll

added to agenda for formal approval

734-3372(8-91) INSTRUCTIONS: SUBMIT ORIGINAL THROUGH REGION TO OPERATIONS SECTION, OPERATIONS SECTION WILL DISTRIBUTE APPROVED COPIES

FOR YOUR INFORMATION

IN THE SUPREME COURT OF THE STATE OF OREGON

GILBERT PACIFIC CORPORATION, Plaintiff-Respondent, Respondent on Review,	Trial Court No. 89C-10363
v.	Appellate Court No. A65112
STATE OF OREGON, acting by and through its Transportation Commission, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, Defendant-Appellant, Petitioner on Review.	Supreme Court No. ________

PETITION FOR REVIEW

Petition to Review the Decision of the
Court of Appeals on Appeal from a Judgment of the
Circuit Court for Marion County
Honorable GREGORY C. WEST, Judge

Opinion Filed: December 11, 1991
Author of Opinion: Richardson, J.

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PETITION FOR REVIEW

PRAYER

The State of Oregon, appellant below, respectfully prays that the Supreme Court review and reverse in part the Court of Appeals' decision in Gilbert Pacific Corp. v. Dept. of Transportation, 110 Or App 171, ___ P2d ___ (1991), a copy of which is appended to this petition.

POINTS RELIED ON FOR REVERSAL

The Court of Appeals' decision should be reversed in part for two reasons.

First, this case arises out of a contract action between a general contractor, Gilbert Pacific, and the owner, the State of Oregon. The trial court ruled that a subcontractor, Walt's Concrete, could "participate" in Gilbert's contract action against the state as if it were a party to the litigation. Pursuant to this ruling, the subcontractor litigated and prevailed on a contract claim against the state even though the state never entered into a contract with Walt's. Not only was the trial court's ruling inconsistent with the well-established rule that a subcontractor has no contract claim against the owner, but the court's ruling also ran afoul of the state's sovereign immunity since the state has not consented to be sued in contract by persons with whom it never contracted.

The Court of Appeals did not approve the trial court's ruling allowing "participation." It held, however, that the trial court effectively allowed the subcontractor to intervene, and that intervention was within the trial court's discretion.

The Court of Appeals' decision is troubling. The initial problem is that the trial court specifically ruled that if it had to reach the question of permissive intervention, it would not allow it. To the extent permissive intervention was within the trial court's discretion, the trial court exercised its discretion contrary to the Court of Appeals' decision.

The second and more fundamental problem with the Court of Appeals' decision is that a subcontractor has no interest in a contract action between the general contractor and the owner that would permit permissive intervention. See ORCP 33 C. Permissive intervention is authorized only if the intervenor has an "interest in the matter in litigation" -- only if the subcontractor will "either gain or lose by the direct legal operation of the judgment." ORCP 33 C; Brune v. McDonald, 158 Or 364, 75 P2d 10 (1938); Samuels v. Hubbard, 71 Or App 481, 692 P2d 700 (1984). Whatever judgment the general contractor obtains in its suit against the owner, the subcontractor's right to sue the general contractor for breach of contract (the only contract right the subcontractor has) remains unimpaired. The Court of Appeals erred in sustaining the trial court's ruling allowing "participation" as an exercise of the trial court's discretion to allow permissive intervention.

The Court of Appeals erred in a second, separate respect. The trial court instructed the jury as a matter of law that the state impliedly warranted that its plans were complete. It further instructed the jury that if it found the plans were "incomplete," the state had breached its contract. The Court of Appeals sustained this instruction. In doing so, it effectively negated a standard term that is included in this and every state highway contract. This contract and every state highway contract specifically states that the plans the state provides may not be complete and that the state may add to or change the plans without impairing the contract between the state and the general contractor. The parties to a contract retain the power to negate any warranty that would otherwise be implied, and the express terms of the contract Gilbert and the state signed specifically negated the warranty the trial court implied as a matter of law. The Court of Appeals erred in upholding the instruction.

STATEMENT OF FACTS

The facts stated in the Court of Appeals' opinion are adequate for review with the addition of the following facts. The state contracted with Gilbert Pacific Corp. to repave a section of the I-5 freeway. Gilbert subcontracted part of the job to Walt's Concrete Co. Walt's had no contract with the state; its only contract was with Gilbert.

During the course of the construction, a dispute arose over both the timing and payment for extra work -- work that was not specified in the plans. Gilbert sued the state claiming that the extra work was not covered by either the initial contract or by the change orders Gilbert and the state executed.[1] Gilbert sought two separate types of damages allegedly caused by the state's breach. First, Gilbert sought to recover damages for the extra work it performed. Second, Gilbert sought to recover or "pass through" its damages to the extent the state's contract breach caused Gilbert to be liable to its subcontractor Walt's.[2]

---

[1] The state did not dispute that it owed Gilbert for the extra work Gilbert performed. The primary factual disputes at trial (continued...)

Shortly before trial, Gilbert filed a motion entitled: "Plaintiff's Motion to Allow Counsel for Walt's to Participate at Trial; Alternative Motion to Allow Walt's to Intervene." The motion was filed by Andrew Chenoweth, who signed the motion as the attorney for both Gilbert and Walt's.[3] The motion and the attached affidavit stated that it was necessary to allow Walt's to participate at trial "as if it were a party" or alternatively to allow Walt's to intervene as a plaintiff in the proceeding. (Plaintiff's Motion to Participate or Intervene at 5). Mr. Chenoweth, acting as both Gilbert's and Walt's counsel, explained that Gilbert's would not present the "pass through"

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[1] (...continued) were whether the change orders Gilbert and the state executed covered the extra work and whether Gilbert was entitled to "acceleration" damages. As part of its factual claim, Gilbert also argued that the state knew or should have known about the bad subgrade conditions when it drafted the plans. Although these factual disputes were debated vigorously at the trial level, they are immaterial to the legal issues raised by the petition for review.

[2] This practice is generally referred to as asserting a "pass through" claim. The state does not dispute that Gilbert can recover its damages to the extent the state's breach caused Gilbert to be liable to its subcontractors.

[3] Mr. Chenoweth was Walt's counsel. He earlier had associated as co-counsel for Gilbert "for the sole purpose of presenting the claims asserted by Gilbert for the benefit of Walt's Concrete Co." (Plaintiff's Motion to Participate or Intervene at 1).

claim to the jury. (Id.). He stated: "Unless Walt's counsel is allowed to prove Walt's claims at trial, it will be irreparably damaged because the opportunity to recover its damages will be forever lost." (Plaintiff's Motion to Participate or Intervene, Chenoweth Aff at 2).

At the hearing on the motion to participate or intervene, the state responded that Gilbert's decision was irrelevant to Walt's contract rights. (Tr 10-12). Whether Gilbert pursued the pass-through claim or not, Walt's contract was with Gilbert, and Walt's could always sue Gilbert to recover any damages it sustained. (Tr 10). Gilbert/Walt's replied that "Walt's believes that it's the state that caused the problem ultimately, and that the chances of recovering from the state are much better from a tactical standpoint th[a]n recovering from Gilbert's. Well, that's the type of decision that every client and his lawyer [are] entitled to make. Who do you sue?" (Tr 14-15). Gilbert/Walt's added: "Now, if we want to sue the state and we're not allowed to, then the effect of this judgment is to deny that, and any recourse against Gilbert is an entirely different matter." (Tr 15).

Based on these arguments, the trial court allowed Walt's to participate at trial as if it were a party. Specifically, the court allowed Walt's counsel and Walt's representative to sit at counsel table. It allowed Walt's counsel to conduct voir dire, deliver an opening statement, cross-examine witnesses called by both Gilbert and the state, call and examine its own witnesses, and deliver closing argument. The verdict form also provided spaces for the jury to enter separate damages for Walt's and Gilbert, although the judgment only ran in Gilbert's favor. Although the trial court's ruling allowing participation mooted Walt's alternative motion to intervene, the trial court stated that "if anybody wants a record or not, * * * I would deny the motion to intervene." (Tr 16).

ARGUMENT

A. Walt's Had No Right to Participate or Intervene.

The Court of Appeals correctly recognized that the trial court had no authority to allow Walt's, a non-party, to "participate" at trial. Gilbert Pacific Corp. v. Dept. of Transportation, supra, 110 Or App at 175. Walt's could take part in Gilbert's suit against the state only if it met the test for intervention set out in ORCP 33. See Brune v. McDonald, supra, 158 Or at 370 (the right to intervene in a trial is solely statutory). The Court of Appeals erred, however, in concluding that Walt's satisfied this test.[4]

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[4] As noted above, the trial court permitted Walt's to participate but denied its motion to intervene. The parties below briefed the question whether the ruling allowing "participation" was correct but did not address whether intervention was appropriate since the trial court expressly held that it would not allow intervention.

The Court of Appeals declined to rest its holding on the stated basis for the trial court's ruling. It based its holding instead on intervention, and this petition is limited to addressing the new ground on which the Court of Appeals rested its decision.

ORCP 33 recognizes two types of intervention. First, a party may intervene as of right when "a statute of this state, these rules, or the common law, confers an unconditional right to intervene." ORCP 33 B. No one claims Walt's possesses such a right. Alternatively, "any person who has an interest in the matter in litigation may, by leave of court, intervene." ORCP 33 C. Under this latter subsection, Walt's may intervene only if two conditions are met. First, Walt's must have "an interest in the matter in litigation." Second, the trial court must grant Walt's leave to intervene. Neither condition was met here.

The Court of Appeals' decision focuses primarily on the second condition -- whether the trial court granted Walt's leave to intervene. Gilbert Pacific Corp. v. Dept. of Transportation, supra, 110 Or App at 175. This question presents some difficulty since the trial court expressly stated that it would deny leave to intervene if it had to reach the issue. The Court of Appeals nevertheless discounted the trial court's express ruling on the theory that allowing "participation" was tantamount to allowing intervention under ORCP 33 C. Id. The rulings are not identical, however,[5] and the Court of Appeals, at the least, should have remanded to the trial court to let it decide whether it would adhere to its decision denying intervention if it knew that "participation" was no longer available.

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[5] Intervention would allow Walt's to become a party to the litigation. Participation, as that term was defined by the trial court, never conferred party status as such, although it allowed Walt's to act as if it were a party.

The more fundamental problem, however, with the Court of Appeals' decision is not whether the trial court would give Walt's leave to intervene. Rather, it is whether Walt's had a sufficient "interest in the matter in litigation" within the meaning of ORCP 33 C to permit permissive intervention in the first place. The Court of Appeals does not discuss this issue. See Gilbert Pacific Corp. v. Dept. of Transportation, supra, 110 Or App at 175 (stating without discussing that Walt's had an interest). A subcontractor, however, has no interest in a contract action between the general contractor and the owner that would permit intervention under ORCP 33 C.

The general rule on intervention is well-established. "[T]he right or interest which will authorize a third person to intervene must be of such a direct and immediate character that the intervener will either gain or lose by the direct legal operation of the judgment." Brune v. McDonald, supra, 158 Or at 370; see Samuels v. Hubbard, supra, 71 Or App at 488 (ORCP 33 C continues prior Oregon practice).[6] A subcontractor does not have a sufficient "interest" under this rule to permit intervention in a general contractor's suit against the owner. A subcontractor is not a party to the contract between the general contractor and the owner, nor is it considered a third-party beneficiary. See Waterway Terminals v. P.S. Lord, 242 Or 1, 27-30, 406 P2d 556 (1965); Paramore v. Rose, 90 Or App 569, 752 P2d 1291, rev den 306 Or 155 (1988); Simon, Construction Claims and Liability 138 (1989). A subcontractor thus has no legal interest that will be affected by the outcome of the general contractor's action against the owner.

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[6] The statutory standard for intervention interpreted in Brune v. McDonald is identical to the standard adopted in ORCP 33 C. Compare ORCP 33 C ("any person who has an interest in the matter in litigation may, by leave of court, intervene") with Brune v. McDonald, 158 Or at 370 (interpreting former § 1-315, Oregon Code 1930, which provides in part "any person who has an interest in the matter in litigation may, by leave of court, intervene"); see Merrill, Oregon Rules of Civil Procedure: 1992 Handbook 91 (1992) (quoting Council on Court Procedures, Staff Comment). The Court of Appeals accordingly has looked to intervention cases decided before the Oregon Rules of Civil Procedure were adopted to determine the proper standard for ORCP 33 C. See Samuels v. Hubbard, supra, 71 Or App at 488.

Nor will the subcontractor's rights be affected in any practical way. The subcontractor's contract claims run only against the general contractor. Whatever the outcome of the general contractor's suit against the owner, the subcontractor remains free to sue to the general contractor to recover any damages the subcontractor sustained. Any ruling that results from the suit between the general contractor and the owner will have no preclusive effect on the subcontractor. Cf. State Farm Fire & Cas. v. Reuter, 299 Or 155, 161-62, 700 P2d 236 (1985) (defining when a person who is not a party to litigation will be bound or collaterally estopped by the judgment). Because the subcontractor will neither "gain [n]or lose by the direct legal operation of the judgment" resulting from any suit between the general contractor and the owner, it lacks an "interest" that would justify permissive intervention under the ORCP 33 C.

A contrary rule would run afoul of the state's sovereign immunity. The state is immune from suit absent the legislature's consent. Hale v. Port of Portland, 308 Or 508, 516-17, 783 P2d 506 (1989). ORS 30.320 authorizes suits against the state on contracts made by an authorized state agency. There is no dispute that the state waived its sovereign immunity to a contract action by Gilbert, the party with whom it contracted. But Walt's, the subcontractor, has no legitimate contract claim against the state. Recognizing that Walt's has an "interest" that would allow it to intervene as a party plaintiff against the state would not only run afoul of well-established principles of contract law but it would also abrogate the state's sovereign immunity. The Court of Appeals erred in concluding that Walt's had an interest within the meaning of ORCP 33 C.

Gilbert and Walt's raised three responses to this argument below. First, they argued that Walt's participation at trial was a "necessary corollary" to recognizing the pass-through doctrine. (Motion to Participate or Intervene, at 5). Second, Walt's argued that if it were not allowed to participate or intervene, it would be unable to protect its own interests. Third, Walt's and Gilbert argued that any error was harmless because Walt's counsel did no more than an attorney second chairing the case for Gilbert could have done. None of these arguments has merit.

1. The Pass-Through Doctrine.

Gilbert argued below that recognition of the pass-through doctrine somehow gave Walt's an interest in this litigation. This argument misperceives the pass-through doctrine. The state does not dispute that the "pass through" doctrine applies to this case. Specifically, if the owner's breach of contract causes the general contractor to be liable to the subcontractor, then the general contractor may include or "pass through" that liability as an element of the damages the general contractor recovers from the owner. See United States v. Blair, 321 US 730, 738-39, 64 S Ct 820, 88 L Ed 1039 (1944) (explaining the doctrine).

This case illustrates the doctrine. Gilbert claimed that the state's failure to note the bad subgrade conditions in the plans caused Gilbert to incur additional expense that was not covered by the change orders Gilbert and the state executed. Walt's similarly claimed that the state's failure caused Gilbert to breach its contract with Walt's. If the state's omission were a breach of its contract with Gilbert and if that omission in turn caused Gilbert to be liable to Walt's for breaching their contract, then the state does not dispute that Gilbert could recover or "pass through" its liability to Walt's as one element of Gilbert's damages against the state.[7]

It does not follow, however, that recognizing the pass-through doctrine somehow gives Walt's an interest in Gilbert's suit. The pass-through doctrine is solely a measure of the damages Gilbert may recover from the state. It does not give the subcontractor a contract right against the owner, which never entered into any contract with the subcontractor. Nor does it confer some "interest" on the subcontractor in the general contractor's suit with the owner. Indeed, a general contractor may choose or even neglect to "pass-through" any liability the owner may have caused the general contractor to incur to its subcontractors. But that decision has no effect on the subcontractor's right to sue the general contractor for any damages the subcontractor sustained on the job. In short, although the state agrees with Gilbert and Walt's that the pass-through doctrine is well-recognized in construction law, neither Gilbert nor Walt's has been able to point to any case in which a court relied on the pass-through doctrine to authorize a subcontractor to either "participate" or intervene in the general contractor's contract action against the owner.

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[7] Conversely, if Gilbert were excused from liability to Walt's (by Walt's failure to file a claim against Gilbert within the statute of limitations for example), then Gilbert would have not been damaged by the state's breach and there would be nothing for it to "pass through" to the state.

2. This Case.

In the Court of Appeals, Gilbert explained that its decision not to pursue the pass-through claim created what it referred to as "Walt's Procedural Dilemma." (Resp Br 32). It is difficult, however, to see why Gilbert's decision created a dilemma for Walt's. The only contract Walt's had was with Gilbert. If Walt's believed that Gilbert had breached their contract as a result of the state's actions, then Walt's should have sued Gilbert. A suit against Gilbert provided Walt's with all the protection to which it was legally entitled. To be sure, if Gilbert felt that the state's actions caused Gilbert to be liable to Walt's, then Gilbert could "pass through" that liability as one element of its damages against the state. But if Gilbert chose not to pass Walt's claims through to the state, then only Gilbert was at risk.

Gilbert's brief in the Court of Appeals never explained why Gilbert's decision created a dilemma for Walt's. At the pretrial hearing on the motion to participate or intervene, however, Walt's explained:

> There are reasons why Walt['s] wants to go after the state instead of Gilbert. Walt's believes that it's the state that caused its problems ultimately, and that the chances of recovering from the state are much better from a tactical standpoint than recovering from Gilber[t].

(Tr 14-15). Tactically, Walt's may have been correct. The jury may well have perceived that the state was a deeper pocket than Gilbert. And it was no small advantage to Walt's and Gilbert to be able to present a united front at trial, even though they previously had charged that some of their damages resulted from each other's mistakes. But this is not the sort of dilemma that would justify letting Walt's sue the state with whom it had no contract rather than Gilbert with whom it did.

3. Walt's Participation Harmed the State.

The final question is whether the trial court's ruling, even if error, was harmless. Gilbert argued below that the trial court's ruling did not prejudice the state since Walt's did no more than Gilbert could have done had it pursued the pass-through claim against the state. The initial problem with this argument is its premise. The argument rests on the assumption that Gilbert would have asserted the pass-through claim against the state had Walt's not been allowed to participate or intervene.

Gilbert, however, consistently asserted throughout this litigation that it would not pursue the pass-through claim on its own. (See Motion to Participate or Intervene, at 5; Motion to Participate or Intervene, Chenoweth Aff at 2; Resp Br 32). It follows that if Walt's had not been allowed to participate or intervene, then no pass-through claim would have been asserted and jury's verdict would have been reduced by $394,564.18 -- the amount of the verdict that was specifically allocated to Walt's.

The state was thus subject to more $400,000 in damages, prejudgment interest, and post-judgment interest than it would otherwise have been. Nor was the prejudice limited to the amount of the Walt's claim. Not only did the insertion of Walt's claims mean that the state now owes over $400,000 it otherwise would not, but the jury heard evidence and arguments, prejudicial to the state, that it would not have otherwise heard. After Gilbert finished calling its witnesses, Walt's put on its case. (See Tr 1065-1203). In almost 150 pages of testimony, Walt's detailed what, in its view, the state had done wrong on the job. Walt's testimony was no less prejudicial than evidence of other bad acts in a criminal case. To be sure, Gilbert could have called Walt's employees as witnesses. But it could not have asked them to discuss the problems that, in their view, gave rise to Walt's claim or the damages Walt's sustained, since Gilbert chose not to pursue Walt's claims.

The insertion of Walt's claim was prejudicial in a second respect. Even if Gilbert had chosen to present Walt's claim to the jury, Gilbert could not have examined and cross-examined its own witnesses. By splitting a claim that was Gilbert's alone to assert, Gilbert created the opportunity to have Walt's counsel engage in friendly cross-examination of its own witnesses and for Gilbert to do the same with Walt's witnesses. It created the opportunity for Gilbert and Walt's to voir dire each juror twice, to present two openings, two closing arguments, and have two opportunities to argue the same motion to the judge. These opportunities cannot easily be discounted, nor can they easily be duplicated even when one party is represented by two counsel.

Finally, the Court of Appeals' ruling has ramifications beyond this case. The Court of Appeals held that a trial court may allow a subcontractor to intervene in a contract action between the general contractor and the owner. That rule of law affects the way construction suits are litigated in the state and is sufficiently significant in and of itself to warrant review and reversal.

B. The Trial Court Instructed the Jury Incorrectly.

The Court of Appeals' decision should be reversed for a second reason. The trial instructed the jury that as a matter of law the state guaranteed its plans were complete. It further instructed them that if the plans were "incomplete," then the state had breached its contract.[8] The state objected to the instruction because it allowed the jury to find a contract breach solely because the plans were not complete, contrary to the specific provisions in the contract.[9] Far from guaranteeing that the plans were complete, the contract expressly provides that the plans may not be complete and the state may alter them without impairing its contract obligations.

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[8] The trial court instructed the jury:

> As a matter of law, as the author of the plans and specifications, the Highway Division guaranteed Gilbert

(continued...)

As the state explained to the trial court, the guarantee the trial court implied is flatly inconsistent with the plain language of the standard specifications that are included in

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[8] (...continued)
Pacific that the plans and specifications were adequate, accurate, and complete, and, if followed, an acceptable result would follow. This guarantee is known as the owner's implied warranty of the sufficiency of the plans and specifications.

> You're further instructed that if you determine that the plans and specifications provided by the Highway Division were followed by Gilbert Pacific and those plans and specifications were faulty because they were inadequate, inaccurate or incomplete, and [sic] the Highway Division breached its implied warranty of the sufficiency of the plans and specifications.

(Tr 2622).

[9] The state explained its objection to the proposed objection:

> Technically the instruction says that if the contract were not quote "complete," that -- that under plaintiff's instruction nine, if, in fact, they were incomplete, then we breached our implied warranty of the sufficiency of the plans and specs. Now, what that means is, as I understand it, is that any time the plans are quote "incomplete," i.e., any time extra work arises that is not shown on the plans, that there is a breach. And I just don't think that's the law, and I don't think that's the contract.

(Tr 2653).

every highway contract.[10] Section 104.02 of the standard specifications provides:

> It is mutually agreed that it is inherent in the nature of highway construction that changes and alterations in the plans, quantities, or details of construction may be necessary or desirable during the course of construction; also, that the character of the work is subject to changes and alterations as a result of various causes.
>
> The right is reserved to the State, without impairing the contract, to require additional work, to increase or decrease quantifies, to omit, cancel, or eliminate contract items, to vary cross sections, to vary thicknesses of layers or courses of materials, to alter details of construction, to vary the length of the project, to change grades and alignments, and to make any other changes or alterations * * *.

Other sections in the contract provide for payment for any additional work that may be required. But the important point here is that the contract expressly reserves the right to change or add to the work requirements set out in the plans "without impairing the contract" and this contract provision is squarely inconsistent with the guarantee on which the trial court instructed the jury.

The Court of Appeals held that this contract term had no effect -- that it did not vary the implied warranty recognized in

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[10] Highway contracts typically consist of a book of standard contract terms called the Standard Specifications for Highway Construction, any special contract provisions that are unique to the particular project, and the plans and specifications for the project. See Standard Specifications for Highway Construction § 105.04 (1984) (explaining the various documents that make up the construction contract). The Standard Specifications are revised periodically but this provision has remained essentially unchanged from the 1984 specifications, which formed part of the contract between the state and Gilbert, to the 1991 specifications. See Standard Specifications for Highway Construction § 140-30 (1991).

Barbour & Son v. Highway Com., 248 Or 247, 257, 433 P2d 817 (1967). In the state's view, the Court of Appeals read too much into Barbour. "A warranty is implied when the law derives it by implication or inference from the nature of the transaction, or the relative situation or circumstances of the parties." Jaeger, "Product Liability: The Constructive Warranty," 29 Notre Dame Law 501, 506 (1964). It follows that the contracting parties may modify, limit, or abrogate any warranty that otherwise would be implied. 4 Stein, Construction Law ¶ 18.02[4] at 18-10 (1990); Frazier v. Consolidated Equipment Sales, 64 Or App 833, 841-44, 670 P2d 153, rev den 296 Or 236 (1983) (construing UCC); Eastern Tunneling Corp. v. Southgate Sanitation, 487 F Supp 109 (D Colo 1980).

To be sure, the terms of the contract must be squarely inconsistent with the implied warranty before the courts will infer an intent to negate it, id., but the contract between the state and Gilbert Pacific meets that criterion. Providing that the state may make any change to the plans without impairing the contract is squarely inconsistent with an instruction that an incomplete plan breaches an implied warranty. It negates the very element of the implied warranty on which the trial court instructed the jury.

The Court of Appeals' explanation of its contrary holding is brief. The court states: "Similar arguments [that the contract negated the implied warranty] were rejected in Barbour & Son v. Highway Com., supra, 248 Or at 258, and in United States v.

Spearin, 248 US 132, 39 S Ct 59, 63 L Ed2d 166 (1918), and we reject this one." Gilbert Pacific Corp. v. Dept. of Transportation, supra, 110 Or. App. at 176. In the state's view, neither Barbour nor Spearin provides the answer to the issue presented here.

Both Barbour and Spearin recognized that an owner impliedly warrants that if a contractor follows the owner's specifications a "'satisfactory performance will result.'" Barbour & Son v. Highway Com., supra, 248 Or at 257 (quoting J.D. Hedin Construction Co. v. United States, 347 F2d 235, 241 (Ct Cl 1965)). Barbour held that a contract provision holding a contractor responsible for any losses due to his failure to inspect the site fully was not sufficient to overcome the implied warranty. 248 Or at 258. Similarly, United States v. Spearin, 248 US 132, 39 S Ct 59, 63 L Ed2d 166 (1918), held that the implied warranty is not overcome by "general clauses requiring the contractor to examine the site, to check up the plans, and to assume responsibility for the work until completion and acceptance." 248 US at 136.

The contract provision at issue here, however, is not a general clause requiring the contractor to examine the site. Rather, it expressly limits the reliance that a contractor may place on any implied warranty that the plans are complete. It states, as expressly as possible, that the plans may not be complete and that they may be changed without impairing the contract. This contract provision thus differs from the ones at issue in Barbour and Spearin in that it negates the very term of the warranty the trial court implied. Given the express statement in the contract, the trial court erred in instructing the jury as a matter of law that the state guaranteed that the plans were complete and that if the jury found they were incomplete, the state had breached its contract with Gilbert Pacific.

REASONS FOR ALLOWING REVIEW

Review should be allowed for two reasons. First, the Court of Appeals' decision announces a new and broad rule of law -- that subcontractors have a sufficient interest in a suit between the general contractor and the owner to allow intervention under ORCP 33 C. Not only is this rule incorrect, but it affects every private and public construction suit that is brought within the state. It means that owners who thought they were only dealing with one general contractor now face the possibility that any number of subcontractors can intervene in the general contractor's suit against the owner and independently pursue contract claims against the owner. The Court of Appeals' decision changes the way construction suits have been litigated in Oregon.

The Court of Appeals' ruling also raises difficult issues of contract law. If a subcontractor is permitted to intervene as a party plaintiff, on whose contract is it suing the owner? How does a trial court instruct the jury on the subcontractor's claims against the owner? If the subcontractor can intervene as a party with its own contract claim against the owner, will any change orders the general contractor and owner execute provide a defense to the subcontractor's claims or should a prudent owner now get subcontractors to approve any change order the general contractor signs? And if owners should, what value is there in having the general contractor in the first place? The short and correct answer to these questions is that a subcontractor has no interest that would authorize intervention. The Court of Appeals' decision unsettles the way in which construction contracts are administered and litigated.

The second issue also warrants review. Because the contract term at issue here is a standard term that ordinarily forms part of every state highway contract, the effect of the Court of Appeals' decision extends beyond this case. Review is appropriate not only to determine the proper operation of this and every other state highway contract but also to determine what the parties to a contract have to do to negate an implied warranty.

CONCLUSION

For the reasons stated above and in the Court of Appeals, the Court of Appeals' decision should be reversed in part and the trial court's judgment reversed.

Respectfully submitted,

CHARLES S. CROOKHAM
Attorney General
VIRGINIA L. LINDER
Solicitor General

Rives Kistler
RIVES KISTLER
Assistant Attorney General

Attorneys for Petitioner
on Review

DRK:vaf/16C8

APPENDIX

IN THE COURT OF APPEALS OF THE STATE OF OREGON

GILBERT PACIFIC
CORPORATION,
Respondent,

v.

STATE OF OREGON,
acting by and through its
Transportation Commission,
DEPARTMENT OF TRANSPORTATION,
Highway Division,
Appellant.

(89C-10363; CA A65112)

Appeal from Circuit Court, Marion County.

C. Gregory West, Judge.

Argued and submitted June 26, 1991.

Rives Kistler, Assistant Attorney General, Salem, argued the cause for appellant. With him on the briefs were Dave Frohnmayer, Attorney General, Virginia L. Linder, Solicitor General, and Harrison Latto, Assistant Attorney General, Salem.

John Spencer Stewart and Gregory B. Snook, Portland, argued the cause for respondent. With them on the brief were Michael R. Beyer and Stafford Frey Cooper & Stewart, and Andrew K. Chenoweth and Allen, Kilmer, Schrader, Yazbeck & Chenoweth, Portland.

Before Richardson, Presiding Judge, and Joseph, Chief Judge,* and Deits, Judge.

RICHARDSON, P. J.

Remanded for recomputation of interest and entry of amended judgment; otherwise affirmed.

---

* Joseph, C. J., *vice* Newman, J., deceased.

RICHARDSON, P. J.

Plaintiff, Gilbert Pacific Corporation, was the general contractor for defendant state on a highway grading and repaving project. It brought this action for, *inter alia*, breach of contract and breach of warranty, seeking to recover costs that it had incurred and for services that it had rendered as a result of serious problems with the highway subgrade. The problems necessitated extensive subexcavation and related work, delays and expenses that were not contemplated by defendant's specifications or the parties' contract. In addition to stating claims for its own damages, plaintiff stated a "pass-through" claim for losses allegedly sustained by a subcontractor, Walt's Concrete Co. (Walt's). Although Walt's was not a party or given formal party status, the trial court allowed Walt's attorney's motion to participate separately from plaintiff's attorney in the trial and did not reach Walt's alternative motion to intervene.[1] The case was tried, with Walt's participation, and the jury returned a general verdict, awarding damages for plaintiff's and Walt's losses. Defendant appeals from the resulting judgment.

Defendant's first three assignments challenge the denial of its pretrial motion to strike the pass-through claim and the court's allowance of Walt's participation. Plaintiff alleged that, due to defendant's breach, Walt sustained damages that "are herewith passed through by plaintiff * * * unto defendant for resolution and satisfaction."

The pass-through doctrine has been recognized by the federal courts and the courts of many states. It was explained in *United States v. Blair*, 321 US 730, 737, 64 S Ct 820, 88 L Ed 1039 (1944):

> "Included in the $79,661.56 award of miscellaneous damages was one item of $9,730.27 on a claim to the use of the Roanoke Marble & Granite Company, Inc., a subcontractor of respondent who furnished the materials and performed the labor necessary to install the tile, terrazzo, marble and soapstone work called for in respondent's contract with the Government. * * *

---

[1] For reasons that are not clear to us, the court stated that it would have denied Walt's alternative motion to intervene had it been necessary to reach that question.

> "Clearly the subcontractor could not recover this claim in a suit against the United States, for there was no express or implied contract between him and the Government. *Merritt v. United States*, 267 U.S. 338[, 45 S Ct 278, 69 L Ed 643 (1925)]. But it does not follow that respondent is barred from suing for this amount. Respondent was the only person legally bound to perform his contract with the Government and he had the undoubted right to recover from the Government the contract price for the tile, terrazzo, marble and soapstone work whether that work was performed personally or through another."

In *Severin v. United States*, 99 Ct Cl 435 (1943), *cert den* 322 US 733 (1944), the court held that, to assert a pass-through claim against an owner, a contractor must be liable to the subcontractor as a result of the owner's claimed breach.

Defendant does not argue, and we therefore do not decide, whether the pass-through doctrine should not be recognized in Oregon or that plaintiff could not state a pass-through claim here if it were liable to Walt's. Rather, defendant argues that plaintiff failed to state a claim, because it did not allege that it was liable to Walt's. Plaintiff responds that it did not have to plead that fact and that the courts that have considered the question have uniformly held that *non*-liability is an affirmative defense that the owner must plead and prove. Plaintiff is correct. *See United States v. Blair, supra; see also Morrison-Knudsen Company v. United States*, 397 F2d 826, 852 (Ct Cl 1968), and authorities there cited.

Defendant contends, however:

> "[Plaintiff] relies on federal cases for the proposition that it should not have the burden of pleading and proving the damages it seeks. The procedural question, however, of who has the burden of pleading and proving damages is governed by state law, *cf. City of Portland v. Bureau of Labor and Ind.*, 298 Or 104, 114-15, 690 P2d 475 (1984) (declining to follow federal burden-shifting approach in construing analogous state law), and state law has long recognized that the plaintiff bears that burden, *Wm. Brown & Co. v. Duda*, 91 Or 402, 406-07, 179 P 253 (1919)."

We disagree. The question here does not concern the proof of damages; it concerns liability and an affirmative defense against liability. The defendant's burden to prove affirmative defenses is as well-recognized in Oregon as it is in the federal courts. ORCP 19B. We agree with the decisive weight of authority, which holds that the contractor's non-liability to the subcontractor is a matter of defense. The motion to strike was correctly denied.

Defendant next contends that the court erred in allowing Walt's, a non-party, to be represented at and to participate in the trial. We discern no possible prejudice. Walt's moved to intervene, and its interest in the litigation was sufficient for the trial court to have allowed it the status of a permissive intervenor. ORCP 33C; *see Barendrecht v. Clark*, 244 Or 524, 419 P2d 603 (1966). As we have said, *supra*, it is not clear to us why the trial court allowed "participation" rather than "intervention." Under the circumstances, however, there is no difference in the distinction.

Although the trial court did not rule on the alternative motion to intervene, it indicated that it would have denied intervention if it had ruled. We review trial court rulings on motions for permissive intervention for abuse of discretion. *See Samuels v. Hubbard*, 71 Or App 481, 692 P2d 700 (1984), *rev den* 299 Or 118 (1985). We do not suggest that we would have reversed the trial court's decision had it denied both participation and intervention. However, given the very peculiar nature of the proceedings, and given the fact that there is no such thing as a right of a non-party to participate in a trial, the practical effect of the ruling was to give Walt's some limited form of intervention. The error, if any, was harmless.

In its next assignment, defendant contends that the court erred by instructing the jury:

> "As a matter of law, as the author of the plans and specifications, [defendant] guaranteed [plaintiff] that the plans and specifications were adequate, accurate, and complete, and, if followed, an acceptable result would follow. This guarantee is known as the owner's implied warranty of the sufficiency of the plans and specifications."

The court instructed further that, were the jury to find that plaintiff followed the plans and specifications and that they "were faulty because they were inadequate, inaccurate or incomplete," then defendant had breached the implied warranty.

The instruction was derived from the doctrine, adopted by the Oregon Supreme Court in *Barbour & Son v. Highway Com.*, 248 Or 247, 257, 433 P2d 817 (1967), that an owner's "specification is in the nature of a warranty that, if it is 'complied with, satisfactory performance will result': *J. D. Hedin Construction Company v. United States*, 347 F2d 235, 241 (Ct Cl [1965])."

Defendant argues that the instruction was erroneous for two reasons. First, it contends, the contract between the parties contained a provision that allowed for changes and alterations in plans and that thereby negated the implied warranty. Similar arguments were rejected in *Barbour & Son v. Highway Com., supra*, 248 Or at 258, and in *United States v. Spearin*, 248 US 132, 39 S Ct 59, 63 L Ed 166 (1918), and we reject this one.

Defendant argues next that the instruction was legally incorrect, because it did "not tell the jury that incomplete plans will be a breach of the implied warranty only if [it] find[s] that the incompleteness resulted from the owner's failure to plan carefully, rather than changed conditions that the owner could not reasonably anticipate." Defendant relies for that distinction on the suggestion in *J. D. Hedin Construction Company v. United States, supra*, 347 F2d at 243, and later cases, that it is not a breach of the implied warranty if the "changes in specifications resulted from changed conditions rather than faulty specifications."

Plaintiff disagrees with defendant's legal theory. We need not decide that dispute, because the evidence could not support an instruction that reflected defendant's theory, even if it were legally correct. There was no change in conditions here. The only change was in the parties' understanding of what the conditions were, and that was caused by defendant's failure to include known or knowable conditions in its original specifications, although those conditions existed at the time that those specifications were prepared.

In its fifth assignment, defendant argues that the court erred by awarding plaintiff prejudgment interest of 18 percent per annum pursuant to *former* ORS 279.575(4), rather than the lower interest rate on any "settlement or judgment" that would have been allowable under current

ORS 279.435(4). The statute was amended and recodified after the parties entered into their contract, but before plaintiff brought this claim. Defendant relies, *inter alia*, on our statement in *Employers' Fire Ins. v. Love It Ice Cream*, 64 Or App 784, 788-89, 670 P2d 160 (1983):

> "[T]he trial court erred in setting the rate for the prejudgment interest at 6 percent per annum from July 23, 1979, until the date of judgment. The version of ORS 82.010 in effect on July 23, 1979, provided for prejudgment interest at a rate of 6 percent per year. That statute was amended, effective July 25, 1979, to increase the rate of interest to 9 percent per annum. Judgment in this case was entered after July 25, 1979. The contract here was not a contract for the repayment of money owed to another, for which the interest rate at the time the contract was entered into governs. *Graham v. Merchant*, 43 Or 294, 311-13, 72 P 1088 (1903). Therefore, defendant was entitled to prejudgment interest at a rate of 6 percent per year for July 23, and 24, 1979, and 9 percent per year from July 25, 1979, until the date of the judgment. *See Graham v. Merchant, supra* * * *."

Plaintiff argues that the rule here differs, because the public contracting laws in effect at the time of contracting, including their interest provisions, are incorporated into every contract that is subject to them. Plaintiff relies on *Wiley Co. v. Home Indemnity Co.*, 213 Or 493, 500, 326 P2d 123 (1958), where the court, applying the principle that contracts are deemed to contain what applicable statutes require them to contain, read into a contract subject to the public contracting laws the requirement of ORS 279.312(1) that a public contractor promptly pay suppliers of labor and materials. We do not read *Wiley Co.* nearly as broadly as plaintiff does. ORS 279.312 enumerates four specific matters, none relating to interest, that it expressly requires "[e]very public contract [to] contain." The statute and the case construing it do not suggest that everything else in ORS chapter 279 is also to be deemed a part of every contract.[2]

Plaintiff also relies on *Valley Inland Pac. Constructors v. Clack. Water Dist.*, 43 Or App 527, 603 P2d 1381 (1979). We held there that the plaintiff contractor, which recovered damages for retainage in the action, was entitled to interest at the rate specified for retainage by a statute that was in effect at all material times, rather than at the lower rate under a different statute that was amended, after the contract was entered into, to apply generally to "judgments" in disputes over compensation. Plaintiff relies on language in our opinion that, if read in isolation, might help it. However, *Valley Inland* is simply inapposite: There is no statute in question here, like the one there, that purports to prescribe interest rates on amounts due under the contract itself; both versions of the statute here relate to interest on judgments, and the issue in this case is controlled by our reasoning in *Employers' Fire Ins. v. Love It Ice Cream, supra.* The court erred by awarding prejudgment interest at the rate in the unamended statute.

---

[2] Plaintiff relies on *Contractors, Inc. v. Tri-Met*, 94 Or App 392, 766 P2d 389 (1988), *rev den* 307 Or 571 (1989), for the same proposition. We find nothing in that case that supports the proposition.

Defendant argues in its sixth assignment that the court also erred by adding the prejudgment interest to the judgment before, rather than after, computing post-judgment interest. Again, defendant is correct. ORS 279.435(4)(b) provides that the "interest shall be added to and not made a part of the settlement or judgment."

Defendant makes two other assignments that we reject without discussion.

Remanded for recomputation of interest and entry of amended judgment; otherwise affirmed.

FILED: December 11, 1991

IN THE COURT OF APPEALS OF THE STATE OF OREGON

GILBERT PACIFIC CORPORATION,

Respondent,

v.

STATE OF OREGON, acting by and
through its transportation
commission, DEPARTMENT OF
TRANSPORTATION, HIGHWAY DIVISION,

Appellant.

(89C-10363; CA A65112)

Appeal from Circuit Court, Marion County.

Gregory C. West, Judge.

Argued and submitted June 26, 1991.

Rives Kistler, Assistant Attorney General, Salem, argued the cause for appellant. With him on the briefs were Dave Frohnmayer, Attorney General, Virginia L. Linder, Solicitor General, and Harrison Latto, Assistant Attorney General, Salem.

John Spencer Stewart and Gregory B. Snook, Portland, argued the cause for respondent. With them on the brief were Michael R. Beyer and Stafford Frey Cooper & Stewart, and Andrew K. Chenoweth and Allen, Kilmer, Schrader, Yazbeck & Chenoweth, Portland.

Before Richardson, Presiding Judge, and Joseph, Chief Judge,* and Deits, Judge.

RICHARDSON, P.J.

Remanded for recomputation of interest and entry of amended judgment; otherwise affirmed.

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DESIGNATION OF PREVAILING PARTY AND AWARD OF COSTS

Prevailing party: Appellant

[ ] No costs allowed.
[XX] Costs allowed, payable by: Respondent

In a case in which a party could be represented by appointed counsel entitled to compensation under ORS 138.500, but the prevailing party is represented by retained counsel or appeared pro se, the prevailing party is allowed costs.

MONEY JUDGMENT

	Judgment #1	Judgment #2*
Creditor:	______________________________	State of Oregon, Judicial Department
Debtor:	______________________________	____________________
Costs:	____________________	Unpaid filing fee:
Attorney fees:	____________________	
TOTAL AMOUNT:	$____________________	$__________________

Interest: Simple, 9% per annum, from the date of this appellate judgment.

*Judgment for unpaid filing fees. ORS 21.605(1)(c).

This section to be completed when the appellate judgment issues. See ORAP 14.05(3).

NOTICE OF EXPENSES AND COMPENSATION UNDER ORS 138.500(4)

The appellate court has affirmed the conviction in this criminal case and has certified expenses and compensation of appointed counsel. This is notice to the trial court so that it may exercise its discretion under ORS 161.665(2) to include the expenses and compensation of appointed counsel in the final judgment, in addition to transcript preparation expenses allowed by the trial court. The court has certified expenses and compensation in the amount of $ __________________.

This section to be completed when the appellate judgment issues. See ORAP 14.05(3).

Appellate Judgment
Effective Date:

COURT OF APPEALS
(seal)

RICHARDSON, P.J.

Plaintiff, Gilbert Pacific Corporation, was the general contractor for defendant state on a highway grading and repaving project. It brought this action for, inter alia, breach of contract and breach of warranty, seeking to recover costs that it had incurred and for services that it had rendered as a result of serious problems with the highway subgrade. The problems necessitated extensive subexcavation and related work, delays and expenses that were not contemplated by defendant's specifications or the parties' contract. In addition to stating claims for its own damages, plaintiff stated a "pass-through" claim for losses allegedly sustained by a subcontractor, Walt's Concrete Co. (Walt's). Although Walt's was not a party or given formal party status, the trial court allowed Walt's attorney's motion to participate separately from plaintiff's attorney in the trial and did not reach Walt's alternative motion to intervene.[1] The case was tried, with Walt's participation, and the jury returned a general verdict, awarding damages for plaintiff's and Walt's losses. Defendant appeals from the resulting judgment.

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> "Clearly the subcontractor could not recover this claim in a suit against the United States, for there was no express or implied contract between him and the Government. Merritt v. United States, 267 U.S. 338[, 45 S Ct 278, 69 L Ed 643 (1925)]. But it does not follow that respondent is barred from suing for this amount. Respondent was the only person legally bound to perform his contract with the Government and he had the undoubted right to recover from the Government the contract price for the tile, terrazzo, marble and soapstone work whether that work was performed personally or through another."

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Defendant contends, however:

> "[Plaintiff] relies on federal cases for the proposition that it should not have the burden of pleading and proving the damages it seeks. The procedural question, however, of who has the burden of pleading and proving damages is governed by state law, cf. City of Portland v. Bureau of Labor and Ind., 298 Or 104, 114-15, 690 P2d 475 (1984) (declining to follow federal burden-shifting approach in construing analogous state law), and state law has long recognized that the plaintiff bears that burden, Wm. Brown & Co. v. Duda, 91 Or 402, 406-07, 179 P 253 (1919)."

We disagree. The question here does not concern the proof of damages; it concerns liability and an affirmative defense against liability. The defendant's burden to prove affirmative defenses is as well-recognized in Oregon as it is in the federal courts. ORCP 19B. We agree with the decisive weight of authority, which holds that the contractor's non-liability to the subcontractor is a matter of defense. The motion to strike was correctly denied.

Defendant next contends that the court erred in allowing Walt's, a non-party, to be represented at and to participate in the trial. We discern no possible prejudice. Walt's moved to intervene, and its interest in the litigation was sufficient for the trial court to have allowed it the status of a permissive intervenor. ORCP 33C; see Barendrecht v. Clark, 244 Or 524, 419 P2d 603 (1966). As we have said, supra, it is not clear to us why the trial court allowed "participation" rather than "intervention." Under the circumstances, however, there is no difference in the distinction.

Although the trial court did not rule on the alternative motion to intervene, it indicated that it would have denied intervention if it had ruled. We review trial court rulings on motions for permissive intervention for abuse of discretion. See Samuels v. Hubbard, 71 Or App 481, 692 P2d 700 (1984), rev den 299 Or 118 (1985). We do not suggest that we would have reversed the trial court's decision had it denied both participation and intervention. However, given the very peculiar nature of the proceedings, and given the fact that there is no such thing as a right of a non-party to participate in a trial, the practical effect of the ruling was to give Walt's some limited form of intervention. The error, if any, was harmless.

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> "As a matter of law, as the author of the plans and specifications, [defendant] guaranteed [plaintiff] that the plans and specifications were adequate, accurate, and complete, and, if followed, an acceptable result would follow. This guarantee is known as the owner's implied warranty of the sufficiency of the plans and specifications."

The court instructed further that, were the jury to find that plaintiff followed the plans and specifications and that they "were faulty because they were inadequate, inaccurate or incomplete," then defendant had breached the implied warranty.

The instruction was derived from the doctrine, adopted by the Oregon Supreme Court in Barbour & Son v. Highway Com., 248 Or 247, 257, 433 P2d 817 (1967), that an owner's "specification is in the nature of a warranty that, if it is 'complied with, satisfactory performance will result': J. D. Hedin Construction Company v. United States, 347 F2d 235, 241 (Ct Cl [1965])."

Defendant argues that the instruction was erroneous for two reasons. First, it contends, the contract between the parties contained a provision that allowed for changes and alterations in plans and that thereby negated the implied warranty. Similar arguments were rejected in Barbour & Son v. Highway Com., supra, 248 Or at 258, and in United States v. Spearin, 248 US 132, 39 S Ct 59, 63 L Ed 166 (1918), and we reject this one.

Defendant argues next that the instruction was legally incorrect, because it did "not tell the jury that incomplete plans will be a breach of the implied warranty only if [it] find[s] that the incompleteness resulted from the owner's failure to plan carefully, rather than changed conditions that the owner could not reasonably anticipate." Defendant relies for that distinction on the suggestion in J. D. Hedin Construction Company v. United States, supra, 347 F2d at 243, and later cases, that it is not a breach of the implied warranty if the "changes in specifications resulted from changed conditions rather than faulty specifications."

Plaintiff disagrees with defendant's legal theory. We need not decide that dispute, because the evidence could not support an instruction that reflected defendant's theory, even if it were legally correct. There was no change in conditions here. The only change was in the parties' understanding of what the conditions were, and that was caused by defendant's failure to include known or knowable conditions in its original specifications, although those conditions existed at the time that those specifications were prepared.

In its fifth assignment, defendant argues that the court erred by awarding plaintiff prejudgment interest of 18 percent per annum pursuant to former ORS 279.575(4), rather than the lower interest rate on any "settlement or judgment" that would have been allowable under current ORS 279.435(4). The statute was amended and recodified after the parties entered into their contract, but before plaintiff brought this claim. Defendant relies, inter alia, on our statement in Employers' Fire Ins. v. Love It Ice Cream, 64 Or App 784, 788-89, 670 P2d 160 (1983):

> "[T]he trial court erred in setting the rate for the prejudgment interest at 6 percent per annum from July 23, 1979, until the date of judgment. The version of ORS 82.010 in effect on July 23, 1979, provided for prejudgment interest at a rate of 6 percent per year. That statute was amended, effective July 25, 1979, to increase the rate of interest to 9 percent per annum.

> Judgment in this case was entered after July 25, 1979. The contract here was not a contract for the repayment of money owed to another, for which the interest rate at the time the contract was entered into governs. Graham v. Merchant, 43 Or 294, 311-13, 72 P 1088 (1903). Therefore, defendant was entitled to prejudgment interest at a rate of 6 percent per year for July 23, and 24, 1979, and 9 percent per year from July 25, 1979, until the date of the judgment. See Graham v. Merchant, supra * * *."

Plaintiff argues that the rule here differs, because the public contracting laws in effect at the time of contracting, including their interest provisions, are incorporated into every contract that is subject to them. Plaintiff relies on Wiley Co. v. Home Indemnity Co., 213 Or 493, 500, 326 P2d 123 (1958), where the court, applying the principle that contracts are deemed to contain what applicable statutes require them to contain, read into a contract subject to the public contracting laws the requirement of ORS 279.312(1) that a public contractor promptly pay suppliers of labor and materials. We do not read Wiley Co. nearly as broadly as plaintiff does. ORS 279.312 enumerates four specific matters, none relating to interest, that it expressly requires "[e]very public contract [to] contain." The statute and the case construing it do not suggest that everything else in ORS chapter 279 is also to be deemed a part of every contract.[2]

Plaintiff also relies on Valley Inland Pac. Constructors v. Clack. Water Dist., 43 Or App 527, 603 P2d 1381 (1979). We held there that the plaintiff contractor, which recovered damages for retainage in the action, was entitled to interest at the rate specified for retainage by a statute that was in effect at all material times, rather than at the lower rate under a different statute that was amended, after the contract was entered into, to apply generally to "judgments" in disputes over compensation. Plaintiff relies on language in our opinion that, if read in isolation, might help it. However, Valley Inland is simply inapposite: There is no statute in question here, like the one there, that purports to prescribe interest rates on amounts due under the contract itself; both versions of the statute here relate to interest on judgments, and the issue in this case is controlled by our reasoning in Employers' Fire Ins. v. Love It Ice Cream, supra. The court erred by awarding prejudgment interest at the rate in the unamended statute.

Defendant argues in its sixth assignment that the court also erred by adding the prejudgment interest to the judgment before, rather than after, computing post-judgment interest. Again, defendant is correct. ORS 279.435(4)(b) provides that the "interest shall be added to and not made a part of the settlement or judgment."

Defendant makes two other assignments that we reject without discussion.

Remanded for recomputation of interest and entry of amended judgment; otherwise affirmed.

FOOTNOTES

[1] For reasons that are not clear to us, the court stated that it would have denied Walt's alternative motion to intervene had it been necessary to reach that question.

[2] Plaintiff relies on Contractors, Inc. v. Tri-Met, 94 Or App 392, 766 P2d 389 (1988), rev den 307 Or 571 (1989), for the same proposition. We find nothing in that case that supports the proposition.

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734-180-29365

IN THE COURT OF APPEALS OF THE STATE OF OREGON

GILBERT PACIFIC CORPORATION,

Plaintiff-Respondent,

v.

STATE OF OREGON, acting by and through its Transportation Commission, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION,

Defendant-Appellant.

Trial Court
No. 89C-10363

Appellate Court
No. A65112

REPLY BRIEF

cc: Anhorn
Cobine
Husby

Appeal from the Judgment of the Circuit Court
for Marion County
Honorable GREGORY C. WEST, Judge

DAVE FROHNMAYER #71001
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VIRGINIA L. LINDER #80294
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REPLY BRIEF

ASSIGNMENTS OF ERROR NOS. 1, 2, and 3

The first 3 assignments of error raise 2 issues. First, should the pass-through claim have been struck? Second, even if Gilbert could have presented the pass-through claim, should Walt's, a non-party, have been allowed to appear and present evidence on the claim? This reply addresses the second issue first.

A. Walt's Participation.

1. Prejudice to the State.

Gilbert begins its defense of the trial court's ruling by asserting that "the State cannot point to any instance of actual prejudice" resulting from Walt's participation. (Resp Br 30; emphasis in original). This assertion is surprising. Gilbert repeats on appeal what it stated below -- that Walt's sought to participate because Gilbert would not assert the pass-through claim. (Resp Br 32; see Pl Motion to Allow Part, Chenowith Aff 2). It follows that if Walt's had not been allowed to participate, then no pass-through claim would have been asserted and the state would not now be subject to a judgment for $394,564.18 plus prejudgment interest. That would appear to be some prejudice.

The prejudice, however, is not limited to the specific amount of Walt's claim. Walt's participation was prejudicial in two additional ways. First, Gilbert's no-prejudice argument rests on the assumption that Walt's did no more than Gilbert could have done in presenting Walt's claims to the jury. (Resp Br 32). The problem with this assumption is that the record establishes that Gilbert would not have presented Walt's claims. Accordingly, not only did the insertion of this claim mean that the state now owes over $400,000 it otherwise would not, but the jury heard evidence and arguments, prejudicial to the state, it would not otherwise have heard.

After Gilbert finished calling its witnesses, Walt's put on its case. (See Tr 1065-1203). In over 150 pages of testimony, Walt's detailed what, in its view, the state had done wrong on the job. Walt's testimony was no less prejudicial than evidence of other bad acts in a criminal case. To be sure, Gilbert could have called Walt's employees as witnesses. But it could not have asked them to discuss the problems that, in their view, gave rise to Walt's claim or the damages Walt's sustained, since Gilbert chose not to pursue Walt's claim.

The insertion of Walt's claim was prejudicial in a second respect. If Gilbert had presented Walt's claim to the jury, it could not have examined and cross-examined its own witnesses. By splitting a claim that was Gilbert's alone to assert, Gilbert created the opportunity to have Walt's counsel engage in friendly cross-examination of its own witnesses and for Gilbert to do the same with Walt's witnesses -- an advantage that cannot easily be discounted.

Perhaps to explain why, in Gilbert's view, the state was not prejudiced, Gilbert says that "several ground rules were set by the court which were designed specifically to prevent any prejudice to the State." (Resp Br 31). Gilbert's statement does not appear consistent with the record. For example, when the state questioned whether Walt's participation meant that Walt's counsel would be allowed to cross-examine Gilbert's witnesses and vice versa, the trial court replied: "I don't know what their intent is with regard to examination of witnesses, I'll leave it up to them, I guess." (Tr 20). If this is one of the "ground rules" to which Gilbert refers, then Gilbert gives new meaning to the terms "set by the court," "designed specifically," and "prevent any prejudice to the State."

Far from setting any considered limitation on Walt's participation, the trial court merely adopted, as Gilbert states, the limitation in Gilbert's motion to participate. That limitation only required Walt's counsel to refer to matters that were relevant to Walt's claim -- a limitation that would have applied if Walt's had been allowed to intervene as a party. Walt's thus enjoyed the same latitude a party would have had.

2. No Right for Walt's to Participate.

Perhaps to explain why Walt's was allowed to participate, Gilbert discusses what it refers to as "Walt's Procedural Dilemma." (Resp Br 32). Walt's dilemma results, Gilbert explains, from the fact that Gilbert "did not intend to present pursue Walt's claims at trial." (Id.). It is difficult to see why Gilbert's decision created a dilemma for Walt's. The only contract Walt's had was with Gilbert. If Walt's believed that Gilbert had breached their contract as a result of the state's actions, then Walt's should have sued Gilbert. A suit against Gilbert provided Walt's with all the protection to which it was legally entitled. To be sure, if Gilbert felt that the state's actions caused Gilbert to be liable to Walt's, then Gilbert could "pass through" that liability as one element of its damages against the state. But if Gilbert chose not to pass Walt's claims through to the state, then only Gilbert was at risk.

Plaintiff's brief never explains why Gilbert's decision created a dilemma for Walt's. At trial, however, Walt's explained:

> There are reasons why Walt wants to go after the state instead of Gilbert. Walt's believes that it's the state that caused its problems ultimately, and that the chances of recovering from the state are much better from a tactical standpoint than recovering from Gilbert's.

(Tr 14-15). Tactically, Walt's may have been correct. The jury may well have perceived that the state was a deeper pocket than Gilbert. And it was no small advantage to Walt's and Gilbert to be able to present a united front at trial, even though they previously had charged that some of their damages resulted from each other's mistakes. But this is not the sort of "dilemma" that would justify letting Walt's sue the state with whom it had no contract rather than Gilbert with whom it did.

Gilbert also argues that the trial court's ruling follows procedural rules and case law. Although Gilbert relies on UTCR 6.100, that rule does not support the court's ruling. At best, UTCR 6.100 authorizes 2 attorneys for 1 party to examine 1 witness. It does not authorize 1 of those attorneys to examine the witness and the other to cross-examine him, but that is precisely what the trial court allowed here. Moreover, UTCR 6.100 authorizes 2 counsel for 1 party to participate. It does not authorize 1 counsel for 1 party, Gilbert, and 1 counsel for a non-party, Walt's, to participate. Finally, UTCR 6.100 only applies when good cause is shown. The only "good cause" Gilbert identified below or on appeal is what it has termed "Walt's Procedural Dilemma." As explained above, Walt's faced no legitimate dilemma.

Nor does the case law support Gilbert's argument. Although Gilbert argued below that numerous cases have recognized the general contractor's right to bring a pass-through claim, Gilbert has never cited a single case that allowed a subcontractor, such as Walt's to participate at trial as if it were a party. Indeed, Gilbert only cites the 2 Oregon cases the state discussed in its opening brief. Neither of these cases, however, sanctioned participation by a non-party.

B. No Pass-Through Claim.

Alternatively, the pass-through claim should have been struck from the case. Although Gilbert argues that the state has changed its theory on appeal, that is incorrect. The state moved to strike the pass-through claim because "a claim by a third party [Walt's], for which plaintiff claims no responsibility, is irrelevant to this lawsuit." (Rule 21 Motion, p 5). The state asserts the same theory on appeal.[1] (See App Br 18). On the merits, Gilbert relies on federal cases for the proposition that it should not have the burden of pleading and proving the damages it seeks. The procedural question, however, of who has the burden of pleading and proving damages is governed by state law, cf. City of Portland v. Bureau of Labor and Ind., 298 Or 104, 114-15, 690 P2d 475 (1984) (declining to follow federal burden-shifting approach in construing analogous state law), and state law has long recognized that the plaintiff bears that burden, Wm. Brown & Co. v. Duda, 91 Or 402, 406-07, 179 P 253 (1919).

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[1] Gilbert also argues that the error was not preserved because a motion to strike, standing alone, is not sufficient to preserve error. Even if the 2 cases Gilbert cites are still good law, the state sought to prevent Walt's counsel from presenting Walt's claim at trial and moved for mistrial. That is sufficient.

Alternatively, the pass-through claim should have been struck from the complaint once Gilbert, the only party entitled to assert that claim, chose not to do so. (See App Br 19). Gilbert does not dispute the merits of this argument, but argues only that the issue was not preserved. (Resp Br 25). The state reads the record differently. The issue whether the pass-through claim should remain in the case was presented to the court as an integral part of Walt's motion to participate, the court ruled on the issue, and the state assigned the ruling as error.[2] Even if the state's counsel suggested but did not make the specific argument below that is now made on appeal, that does not mean that the issue was not raised. Cooper v. Eugene School Dist. No. 4J, 301 Or 358, 369-70 n 12, 723 P2d 298 (1986).

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[2] When Walt's moved to participate or intervene, Walt's told the trial court that its motion turned on whether the pass-through claim was properly in the case and said that it anticipated that the state would renew the motion to strike the claim. (Tr 3). After hearing the state's argument, the trial court ruled that if the state was renewing its motion to strike the pass-through claim, "I will, again, deny it which, in essence, I guess, allows the pass through claim." (Tr 12).

ASSIGNMENT OF ERROR NO. 4

A. Instruction Inconsistent with Contract Terms.

Because Gilbert misperceives the state's argument, the argument is first summarized briefly. The trial court instructed the jury that "if the plans and specifications were faulty because they were inadequate, inaccurate or incomplete," then the state had breached its implied warranty. (Tr 2622). The problem with the instruction is that § 104.02 of the contract expressly provides that "changes or alternations in the plans, quantities, or details of construction may be necessary." It further provides that the state reserves the right to make "any changes or alterations" in the plans "without impairing the contract." This section thus negates any implied warranty that the plans were "complete."

Most of Gilbert's responses never meet this point. Gilbert begins by arguing that it has a valid claim. (Resp Br 38-39). The state, however, never argued that Gilbert had no claim or that a properly instructed jury could not find for Gilbert. Rather, it argued that the trial court's instruction was too broad, thus leaving it uncertain whether the jury's verdict was based on an incorrect legal rule. Gilbert argues alternatively "that the contractor's obligation to perform additional work is [not] incompatible with the contractor's expectation that ODOT's design engineers will avoid professional malpractice." (Resp Br

40). Gilbert's argument misses the point. The instructions did not require the jury to find that the state's plans constituted "professional malpractice." The instructions allowed the jury to find a contract breach if the designs were "incomplete" in any respect, and that is inconsistent with the express terms of the contract. Finally, Gilbert asserts, somewhat surprisingly, that "It is undisputed that the plans and specifications were faulty because, among other things, they did not provide for a complete work." (Resp Br 40). The point of § 104.02, however, is that incomplete plans are not "faulty" or a breach of contract.[3]

In the state's view, only 2 of Gilbert's arguments are relevant. First, Gilbert suggests that an implied warranty may be defeated only by an express disclaimer. This suggestion, however, fails to recognize the nature of implied warranties. "A warranty is implied when the law derives it by implication or inference from the nature of the transaction, or the relative situation or circumstances of the parties." Jaeger, "Product Liability: The Constructive Warranty," 29 Notre Dame Law 501, 506 (1964). It follows that contracting parties may modify, limit, or abrogate any warranty that otherwise would be implied. 4 Stein, Construction Law ¶ 18.02[4] at 18-10 (1990); Eastern Tunneling Corp. v. Southgate Sanitation, 487 F Supp 109 (D Colo 1980). To be sure, the terms of the contract must be squarely inconsistent with the implied warranty before the courts will infer an intent to negate it, id., but § 104.02 meets that criterion. Providing that the state may make any change to the plan without impairing the contract is squarely inconsistent with an instruction that an incomplete plan breaches an implied contract warranty.

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[3] This is not to say that extra work will not be paid for under § 109.04 of the contract, but that the court erred in instructing the jury that incomplete plans constitute a breach of contract for which it may assess damages.

Alternatively, Gilbert relies on § 105.04 to argue that the contract is not inconsistent with the instruction. Gilbert reads too much into § 105.04. That section is entitled, "Coordination of Plans, Specifications, Supplemental Specifications, and Special Provisions." It addresses how the various documents that make up the plans are to be interpreted. The statement on which Gilbert relies, that these various documents "are intended to be complementary and provide for a complete work," states a rule of contract interpretation: Documents should be read together. It does not purport to modify the express provision that the state may add to or change the plans without impairing the contract.

B. Instruction Legally Incorrect.

Although Gilbert argues that the state failed to preserve its second argument, Gilbert is incorrect. The state told the trial court:

> Technically, the instruction says that if the [plans] were not "complete," * * * then we breached our implied warranty * * * Now, what that means is, as I understand it, is that any time the plans are quote "incomplete," i.e., any time extra work arises that is not shown on the plans, that there is a breach. And I just don't think that's the law and I don't think that's the contract.

(Tr 25). The objection described the very problem using the word "or" entails and preserved the error.

On the merits, the problem with the instruction is that if an owner impliedly warrants that the plans are complete, then any extra work constitutes a breach of the warranty. No court has imposed such unlimited liability. As the court explained in Jasper Construction v. Foothill Junior College, 91 Cal App 3d 1, 11, 153 Cal Rptr 767 (1979), "[T]here can be no liability * * * for extra work caused by plans and specifications that are merely 'incomplete.'"

Some courts have resolved this problem by requiring the contractor to show fault when the contractor claims the plans were incomplete. Id. Others have recognized that the scope of the warranty is limited to the topic of the plans the owner provides the contractor. See A.H. Barbour & Sons v. Highway Com., 248 Or 247, 257, 443 P2d 817 (1967). Put another way, if the plans address a particular topic, the owner impliedly warrants that the plans address that topic accurately, but the owner does not warrant that the plans are complete in that they cover every possible topic that might be involved in a construction project. This latter group of cases, which Gilbert cites in its response, does not require proof of fault, but again they do not imply a warranty that the plans are complete. Gilbert cannot have an implied warranty of completeness without some proof of fault.

ASSIGNMENTS OF ERROR NOS. 5 and 6

Gilbert's argument rests on the proposition that in "public works contracts, such as the one here, * * * the existing statute[s] becom[e] an integral part of the contractor's agreement." (Resp Br 47). It follows, according to Gilbert, that the parties' 1984 contract incorporated then-existing statutes and the legislature's 1985 amendment should not be applied "retroactively" to Gilbert's 1987 claim. (Resp Br 45-46). Gilbert's argument incorrectly assumes that public works contracts automatically incorporate all existing statutes.

Chapter 279 governs public works contracts. The statutes in this chapter are divided into 2 groups. The first group expressly requires that certain conditions be included in every public works contract. Each statute in this first group begins, "Every public works contract shall contain" and then sets out a particular condition the legislature intended to be made part of the contract. See ORS 279.312; ORS 279.314; ORS 279.316; ORS 279.318; ORS 279.319; ORS 279.320. The second group of statutes does not specify any term to be included in a contract. Rather, it provides the rules to be applied to such things as labor disputes, wage rates, retainage, and prejudgment interest. See ORS 279.324; ORS 279.348; ORS 279.400; ORS 279.435. The statute at issue here falls in the latter group.

When the legislature intended that a particular term be included as part of a public works contract, it said so. When, as in this case, it did not require the term to be included, there is no basis for assuming, as Gilbert does, that the statutory provision was somehow incorporated by reference. The 2 cases on which Gilbert relies do not support its argument. In Wiley Co. v. Home Indemnity Co., 213 Or 493, 326 P2d 123 (1958), the issue was what the parties' contract provided. The contract had not been included in the record, and the court relied on the fact that ORS 279.312 provided that "Every public contract shall contain a condition that the contractor shall" promptly pay laborers and materialmen to determine what the contract's terms must have been. Id., 213 Or at 500 (quoting ORS 279.312).

Wiley Co. does not say that public works contracts incorporate all existing statutory terms. It merely recognizes that the contract's drafters presumably complied with the statutory requirements. At most, it assumes that statutory provisions that are required to be included as part of public works contracts are incorporated by reference. The statutory provision at issue here, however, does not contain any such requirement. The other case on which Gilbert relies Contractors, Inc. v. Tri-Met, 94 Or App 392, 766 P2d 389, rev den 307 Or 571 (1988) (see Resp Br 45), does not even address this issue tangentially. And neither case provides any reason to abandon the rule in Employers' Fire Ins. v. Love It Ice Cream, 64 Or 784, 670 P2d 160 (1983).[4]

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[4] Although Gilbert seeks to distinguish Love It Ice Cream by contending that "the parties in Love It Ice Cream did not rely on the statutory interest rate in determining the rights of the parties when the contract was breached" (Resp Br 48), the distinction appears incorrect. The court relied on the statutory interest rate in determining the rights of the parties when the contract was breached, see 64 Or App at 789, and that would appear to be dispositive.

CONCLUSION

For the reasons stated above and in the opening brief, the circuit court's judgment should be reversed.

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FOR YOUR INFORMATION

IN THE COURT OF APPEALS OF THE STATE OF OREGON

GILBERT PACIFIC CORPORATION, Plaintiff-Respondent, v. STATE OF OREGON, acting by and through its Transportation Commission, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, Defendant-Appellant.	)	Trial Court No. 89C-10363 Appellate Court No. A65112

APPELLANT'S BRIEF

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for Marion County
Honorable GREGORY C. WEST, Judge

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APPELLANT'S BRIEF

STATEMENT OF THE CASE

Nature of the Action

The State of Oregon appeals from the circuit court's judgment awarding plaintiff Gilbert Pacific Corp. over $3,000,000 in damages and pre-judgment interest for breach of contract. This case arises out of dispute among Gilbert Pacific, the general contractor on a state highway project, Walt's Concrete, a subcontractor, and the state.

Nature of the Judgment

The case was tried to a jury, which returned a verdict in favor of Gilbert Pacific for $1,633,471.80 and in favor of Walt's Concrete for $390,564.18. The judgment, however, awarded the entire sum, plus prejudgment interest, to Gilbert Pacific, since Walt's Concrete was neither a party to the case nor had any claim against the state.

Basis of Appellate Jurisdiction

This court has jurisdiction pursuant to ORS 19.010(e) and ORS 2.516.

Effective Date of Appeal

The circuit court entered judgment on May 15, 1990. A timely notice of appeal was filed on May 23, 1990. An amended notice of appeal was filed on June 14, 1990. The notice of appeal was amended to list Andrew Chenoweth, an attorney who appeared at trial on behalf of Walt's Concrete, as co-counsel for Gilbert Pacific.

Questions Presented

1. In a contract dispute between the state and the general contractor, did the court err in allowing the subcontractor, who had no claim against the state, to appear and participate at trial?

2. Did the court incorrectly instruct the jury that the state impliedly warranted its contract was complete?

3. When does an amendment changing the statutory rate of interest take effect?

4. Did the court violate ORS 279.435 by allowing Gilbert to recover post-judgment interest on prejudgment interest?

5. Should the court have directed a verdict or struck the acceleration damages?

6. Did the price agreements Gilbert signed during the course of construction preclude Gilbert from recovering all costs directly and indirectly arising out of the subexcavation?

Summary of Argument

1. Only Gilbert could pursue a breach of contract claim against the state. The trial court, however, allowed Gilbert to split its claim between itself and its subcontractor, Walt's Concrete, which had no right to sue the state. The court further allowed counsel for Walt's to

participate fully at trial -- to conduct voir dire, make opening statement, examine and cross-examine Gilbert's witnesses, and present closing arguments to the jury -- even though Walt's was never a party to the action.

No legitimate basis existed for the trial court's action. Gilbert failed to state or pursue any claim that would have even allowed Gilbert to recover from the state any damages Gilbert might have owed its subcontractor. *A fortiori* no basis existed for the subcontractor to appear and seek to recover its losses from the state. Gilbert may not split its claim and multiply its forces at trial thereby allowing the subcontractor to participate fully throughout the trial as if it were a party.

2. The trial court instructed the jury that the state impliedly warranted that its contract was complete and that if the jury found it was not, the state had committed a breach. Not only was the warranty the court implied expressly negated by the contract, but no court, to the state's knowledge, has ever held that an owner warrants, without qualification, that the plans are complete. Rather, other courts have been more careful, and correct, in qualifying the scope of the implied warranty.

3. Although the statutory rate of prejudgment interest changed approximately two years before Gilbert's right to interest accrued, the trial court awarded Gilbert

the old rate of 18 per cent, directly contrary to this court's most recent holding.

4. Although ORS 279.435 says that prejudgment interest shall not be made part of the judgment, the trial court did so over the state's objection and thus allowed Gilbert to recover post-judgment interest on pre-judgment interest in violation of the statute.

5. Gilbert would be entitled to accelerated damages only if the state unreasonably denied it time extensions and it speeded up work to avoid liquidated damages. Here, Gilbert finished a year early. It could have avoided any interim liquidated damages by deferring work to the 1986 construction season, as Gilbert's own project manager admitted. No reasonable juror could have inferred that the threat of liquidated damages caused Gilbert to accelerate.

6. After Gilbert encountered substantial amounts of bad subgrade that needed to be excavated, the state and Gilbert entered into price agreements that provided a per-unit payment for each cubic yard of subgrade excavated and also provided that that payment was the sole compensation for the direct and indirect costs Gilbert incurred in excavating the subgrade. The trial court erred in overlooking the clear language of the agreements.

Summary of Facts

This summary will first describe briefly the nature of the construction project that gave rise to this lawsuit and then outline the major factual disputes at trial. Additional facts are included in the assignments of error where appropriate.[1]

On July 20, 1984, the state entered into a contract with Gilbert Pacific Corp. (P 1 Ex 1). Gilbert Pacific agreed to grade and repave approximately seven miles of the I-5 freeway near Albany, Oregon. (P 1 Ex 2, Special Provisions at 1-2). Gilbert Pacific had until December 1, 1986 to complete the entire job, which was divided into four sections or stages. (Tr 586). To reduce traffic problems and to ensure that the freeway would not be constructed during adverse weather conditions, the contract provided that Gilbert Pacific could not work continuously on the project. (P 1 Ex 2, Special Provisions § 108.04; Tr 1306). Rather, the contract gave Gilbert two nine-month construction seasons in which to complete the work. (Id.). It provided that Gilbert could work between February 1 and

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[1] The relevant evidence varies depending on whether error is assigned to an instruction, which would require the evidence to be stated in the light most favorable to the state, or to the state's motions for directed verdict, which would require the evidence to be stated in the light most favorable to Gilbert. Rather than try to set out the evidence from both perspectives, this statement of facts briefly sketches the general outlines of the project.

October 31, 1985 and between February 1 and October 31, 1986.[2] (Id.).

After the state let the contract to Gilbert, the state and Gilbert agreed to change the order in which the work was to be done. (Tr 1351-52). The state allowed Gilbert to divide Stage I into two parts, Stage IA and IB, and to let Gilbert begin work on Stage IA in 1984. (Id.). Even though the contract allowed Gilbert two construction seasons to complete the project, Gilbert told the state that it hoped to complete the project a year early, by November 1985. (Tr 1343). As Gilbert's witnesses explained at trial, Gilbert's costs would increase if it did not finish early and were required to take advantage of the 1986 construction season. (Tr 325-26).

When Gilbert began working on Stage IA in 1984, it realized that the job presented unanticipated problems. (Tr 1366). The highway did not just need to be regraded and repaved. Rather, significant portions of the subgrade underneath the highway had become saturated with water, and the saturated subgrade did not provide adequate support for the construction.[3] (See Tr 1370, 224, 232). Gilbert and the state agreed that some but not all of the subgrade needed to be excavated and replaced with good material before the highway was regraded and repaved. (Tr 1366-68).

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[2] The contract provided for liquidated damages in three events. (P 1 Ex 2, Special Provisions, § 108.04, as amended). First, if Gilbert did not finish the entire project within 850 days, it faced liquidated damages. (Id. at § 108.08). Second, if Gilbert worked between October 31 and February 1, it faced liquidated damages. (Id. at § 108.04(c)). Finally, the contract provided that Gilbert could work on the second stage of the project only between February 1 and June 30 of either 1985 or 1986. (Id. at § 108.04(f), as amended). If Gilbert continued to work on this stage of the project after June 30 of either year, it again faced liquidated damages. (Id.).

The jury could find that the bad subgrade resulted in at least two problems. First, additional work was required beyond that stated in the contract -- the bad subgrade had to be excavated and replaced. (Tr 227). Second, the soft subgrade made it more difficult for Gilbert and its subcontractors to get or use their equipment on the job. (Tr 229-31). The state recognized that it needed to compensate Gilbert Pacific for the cost of removing the subgrade. Ken Karnosh, the state engineer initially in charge of the project, negotiated with Gilbert's engineer during Stage IA of the project about the price for the extra work. (Tr 1366-68). The state agreed to pay Gilbert the same price for excavating subgrade that it paid Gilbert for general excavation, (Id.).

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[3] The plans did not address excavating the subgrade. (Tr 228). Although the parties could have anticipated that minor portions of the subgrade would have to be excavated (Tr 1502), there was evidence that neither party anticipated that substantial portions of subgrade would have to be excavated. (Tr 1603-07).

After Gilbert finished Stage IA in 1984, it began Stage II on February 1, 1985, as contemplated by the contract. (Tr 253). The contract required that Gilbert finish Stage II by June 30, 1985 or face the possibility of daily liquidated damages. See note 2, supra. During Stage II, Gilbert ran into the same problems that it had experienced in Stage IB. (See Tr 253). Substantial portions of the subgrade were bad and had to be excavated and replaced. (Id.). During Stage II, Gilbert asked the state to extend the completion date by 18 days. (Tr 252). The state declined to grant the time extensions. (Id.). The state took the position that, under the contract, it could wait until the end of the contract time, when the 850 days expired, to see if additional time were necessary. (Tr 1421-22, 1426). After the state declined to grant the time extension, Gilbert worked extra shifts and completed Stage II on April 17, 1985 -- approximately a month-and-a-half before the interim liquidated damages would have begun. (Tr 312).

Approximately 2 days before Stage II was completed, the state and Gilbert executed a price agreement to cover the subgrade excavation work (or subexcavation) Gilbert had done. (Tr 253). The price agreement provides that the state would pay Gilbert $6 for each cubic yard of subgrade it excavated. (Def Ex 645). The price agreement also provides:

> "Your signature further indicates that payment in accordance with this price agreement constitutes full and complete compensation for all costs, both direct and indirect, arising out of the described alterations, extra work or claims for additional compensation covered by this price agreement, and releases and discharges the State from all such costs except as provided herein."

(Id.). After the agreement was signed, Gilbert finished Stage II and began work on Stage IV.

There was evidence that both Gilbert and the state thought that Stage II presented the worst subgrade problems. (Tr 258). The state estimated that Gilbert would not need to excavate more than 20,000 more cubic yards of subgrade on the remainder of the project. (Id.). Midway through Stage IV, Gilbert and the state entered into a second price agreement that covered the subgrade work for the remainder of the project. (Def Ex 647; Tr 260). Like the first price agreement, the second price agreement provided that the state would pay Gilbert $6 for each cubic yard of subgrade excavated. (Id.). The second price agreement also provided that the payment constituted "full and complete compensation for all costs, both direct and indirect, arising out of the described * * * extra work * * *." (Id.). During the remainder of the project, however, Gilbert encountered 32,000 more cubic yards of bad subgrade than had been predicted. (Tr 258).

Unlike Stage II, Gilbert did not have to complete Stage IV by June 30 or pay liquidated damages. See note 2, supra. Rather, Gilbert could work until October 31 before facing the next interim completion date and the possibility of liquidated damages. (Id.). During the construction of Stage IV, Gilbert requested a time extension of 1 day because of the subgrade problems it encountered. (Tr 260). As before, the state declined to consider the request until it could see whether Gilbert needed a time extension beyond the 850 days that the contract allowed Gilbert to work. Gilbert completed Stage IV on June 15, 1985. (Tr 259).

Gilbert began work on Stage III on June 18, 1985 and finished on August 14, 1985. (Tr 420). It again ran into problems with bad subgrade and asked the state to extend the time for completing the contract by 10 days. (Pl Ex 113). Again the state declined. Gilbert finally turned to Stage IB, the only remaining stage. It knew that "the Stage IB schedule is going to be very tight." (Def Ex 502). Indeed, it wrote to the paving subcontractor on August 6, 1985, "At this time we feel that we are approximately eleven days short of the time required to build this stage." (Id.). Despite that concern, Gilbert did not choose to wait until the 1986 construction season, which the contract would have allowed. Rather, it began construction toward the end of the 1985 construction season on August 18, 1985. (Pl Ex 113).

During the work of Stage IB, Gilbert once again ran into subgrade problems and requested a time extension of 4 days. The state once again denied it, and Gilbert finished construction of Stage IB, the last part of the project, on October 11, 1985, approximately 20 days before the interim completion date and without ever using the 1986 construction season that the contract provided. (Pl Ex 113).

ASSIGNMENT OF ERROR NO. 1

The trial court erred in denying defendant's motion to strike paragraph 14 of plaintiff's complaint, relating to damages allegedly suffered by Walt's Concrete Co. (See Ab 1).[4]

ASSIGNMENT OF ERROR NO. 2

The trial court erred in granting plaintiff's motion to allow Walt's Concrete Co. to participate at trial as if it were a party to the action.

Plaintiff filed a written motion to permit Walt's Concrete Co., which was not a party to the action, to participate at trial or, in the alternative, to intervene. (Ab 2). Over the state's objection (Tr 7-13), the trial court ruled:

> "THE COURT: Okay, I'll do this, based on Judge Sloper's [order denying defendant's motion

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[4] When not included in the assignments of error, the pertinent portions of the record are set out in the abstract of record. See ORAP 5.50(5).

> to strike paragraph 14], I will, if [defendant's counsel] is here this morning reasserting that motion, I will, again, deny it which, in essence, I guess, allows the pass through claim.
>
> "Given that that's part of the litigation, I'll allow you to participate. If I do that, I don't arrive at your alternative motion to intervene. * * * I'll allow you to participate in the -- on the theory of the pass through claim."

(Tr 16).

ASSIGNMENT OF ERROR NO. 3

The trial court erred in denying defendant's motion for a mistrial, made at the close of plaintiff's case and based upon the participation at trial of a non-party, Walt's Concrete Co.:

> "[Defendant's counsel:] The first motion that we have is a motion for mistrial. Our grounds for the mistrial are based on the same grounds that we presented, I think, at the beginning of the case when we objected to the participation of Walt's counsel in the proceeding. I think the state has suffered a substantial amount of prejudice as a result of the Court's decision. As I understand the Court's decision, the Court did not allow them to intervene but did allow them to participate at trial. That participation has included participating in voir dire and asking questions, giving an opening statement, cross examination of witnesses and, generally, representing Walt's claims to the jury.
>
> "* * * * *
>
> "THE COURT: I'll deny the motion for a mistrial."

(Tr 1228).

ARGUMENT (Combined)

A. Standard of Review.

Whether the complaint stated a claim for relief is a question of law for the trial and appellate courts. See Fuhrer v. Gearhart by the Sea, Inc., 306 Or 434, 706 P2d 874 (1988). Whether the trial court erred in conducting the trial or in denying a motion for mistrial is reviewed for abuse of discretion. Biegler v. Kirby, 281 Or 423, 547 P2d 1127 (1978).

B. Argument.

Trial of this action was conducted, in one respect, in a highly unusual and unorthodox way. The trial court permitted Walt's Concrete Co., Gilbert's subcontractor, to participate fully at trial, through its own counsel, to the same extent as if it had been a party to the action. This one error so fundamentally prejudiced the trial's fairness, by giving plaintiff an unfair advantage at every stage of the litigation, that it requires that the judgment be reversed and the case remanded for a new trial.

1. Procedural Posture of this Case.

Plaintiff's complaint contained 3 claims for relief, breach of contract, breach of warranty, and "cardinal change." The complaint mentioned Walt's only once, in a paragraph that stated:

> "In addition thereto, the misrepresentations and breaches as alleged are claimed by plaintiff [Gilbert Pacific

> Corporation's] subcontractor, Walt's Concrete as having [a]ffected its work and having resulted in its having incurred substantial additional costs in an amount not less than $500,000.00, which claims are herewith passed through by plaintiff [Gilbert Pacific Corporation] as general contractor unto defendant for resolution and satisfaction."

(Complaint ¶ 14). Conspicuous in its absence from the complaint was a prayer for the $500,000 in damages allegedly suffered by Walt's.

Defendant filed a motion to strike paragraph 14 from the complaint, "on the ground that a claim by a third party, for which plaintiff claims no responsibility, is irrelevant to this lawsuit." (Rule 21 Motions p 2). The state's motion rested on the following reasoning: Because Walt's did not contract with the state, it could not sue the state directly. If, however, the state's alleged breach of its contract with Gilbert caused Gilbert to become liable to Walt's, then Gilbert's liability to Walt's could be "passed through" as one element of the damages Gilbert sustained. The problem, in the state's view, with Gilbert's pleading was that it admitted no responsibility or liability to Walt's -- the necessary predicate for a pass-through claim. If Gilbert were not liable to Walt's, then there would be no basis for allowing Gilbert to recover contract damages from the state on a pass-through theory. Gilbert responded that pass-through claims are generally recognized, and the trial court denied the state's motion.

On the eve of trial, plaintiff made clear what was only intimated by the absence from its complaint of a prayer for Walt's' damages: that plaintiff in fact would not pursue a claim on behalf of Walt's at trial. On the business day before trial, plaintiff filed a written motion entitled, "Plaintiff's Motion to Allow Counsel for Walt's to Participate at Trial; Alternative Motion to Allow Walt's to Intervene." The motion was filed by Andrew Chenoweth, who had earlier associated as co-counsel for plaintiff.[5] In the motion, plaintiff (Gilbert/Walt's) described what it characterized as its "procedural dilemma" brought on because plaintiff (Gilbert) "has made it clear that it will not represent Walt's or assert its claims." (Pl Motion to Allow Participation 5).[6] Accordingly, plaintiff contended that as "a necessary corollary to recognition of the 'pass through' doctrine," Walt's "must be able to participate at trial as if it were a party to the case," including being present at counsel table, participating in voir dire, making opening and closing statements and cross-examining witnesses. (Id.).

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[5] Mr. Chenoweth signed the motion as attorney for both plaintiff and Walt's Concrete Co.

[6] Plaintiff also stated that "the existing plaintiff, Gilbert, has no motivation to vigorously pursue Walt's claim, which will not benefit Gilbert, and has indicated to Walt's that it will not pursue the claim." (Pl Motion 9; emphasis in original).

Thus, plaintiff was asserting a self-contradictory position: on the one hand, plaintiff was contending that it was bringing suit in part on behalf of its subcontractor; on the other hand, plaintiff was refusing to present its subcontractor's claims. During argument on the motion, Mr. Chenoweth reiterated that "Gilbert has said we won't protect [Walt's] interests in this case * * *." (Tr 18). In response to defendant's suggestion that there was an obvious way out of Walt's "dilemma" -- for Walt's to sue Gilbert -- Mr. Chenoweth stated:

> "[Defense counsel] says, well, you can still sue Gilbert. That's not what we're here all about. We're here to sue the state. He hasn't said that we can come back and sue the state. Now if he wants to say that maybe we're in a different situation. But he is not saying that because it's not true. And there are reasons why Walt wants to go after the state instead of Gilbert. Walt's believes that it's the state that caused its problem ultimately, and that the chances of recovering from the state are much better from a tactical standpoint then [sic] recovering from Gilbert's. Well, that's the type of decision that every client and his lawyer is [sic] entitled to make. Who do you sue? Now, if we want to sue the state and we're not allowed to, then the effect of this judgment is to deny that, and any recourse against Gilbert is an entirely different matter."

(Tr 14-15, emphasis added).

Over defendant's objection, the trial court granted plaintiff's motion to permit Walt's to participate at trial.[7] (Tr 16). Thereafter, Mr. Chenoweth as attorney for Walt's (and as co-counsel of record for plaintiff) sat at counsel table (Tr 69); conducted voir dire[8]; delivered an opening statement (Tr 135); cross-examined witnesses called by plaintiff (Tr 509, 887, 897, 1039, 1215) and by defendant (Tr 1876, 2128); called and examined his own witnesses (Tr 1063, 2353);[9] and delivered a closing argument (Tr 2529). Finally, the jury was permitted to award damages to Walt's, on a verdict form that permitted the jury to allocate damages between plaintiff and Walt's. Thus, the trial court permitted Walt's to participate fully at trial, without ever having commenced an action.

2. Discussion

The trial court erred for two reasons. First, in the procedural posture of this case, no pass-through claim should have been allowed. Second, even if Gilbert could have presented a pass-through claim, it does not follow that Walt's counsel should have been allowed to participate at trial as if Walt's were a party.

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[7] Although Walt's motion to intervene was denied as moot, the court stated that if it reached the issue it "would deny the motion to intervene." (Tr 16; see Tr 20).

[8] Voir dire has not been transcribed. However, it is apparent from comments of counsel that Mr. Chenoweth conducted voir dire on behalf of Walt's. In response to the court's questions Mr. Chenoweth stated that he intended to conduct voir dire. (Tr 17-18). On two later occasions, defendant's attorney mentioned that Walt's had conducted its own voir dire; and Mr. Chenoweth did not dispute those statements. (Tr 906, 1228).

[9] Plaintiff's counsel also conducted cross-examination of witnesses called by Walt's. (Tr 1114).

a. No Pass-Through Claim.

If Gilbert were not liable to Walt's, then Gilbert may not pass Walt's claim through to the state as an element of Gilbert's damages. J.L. Simmons Co. v. United States, 304 F2d 886, 888 (Ct Cl 1962); Severin v. United States, 99 Ct Cl 435 (1943), cert den 322 US 733 (1944); Cable Belt Conveyors v. Alumina Part of Jamaica, 717 F Supp 1021, 1024 SDNY 1989). The issue is not, as Gilbert phrased it below, whether pass-through claims are generally allowed or whether privity of contract is required. Rather, the issue is whether the ultimate facts necessary to establish the basis for recognizing a pass-through claim -- the general contractor's liability to the subcontractor -- were pled in this case. The complaint never alleged that Gilbert was liable, and Gilbert did not move to conform the pleadings to the evidence, if any, on this issue.[10] (Compare Tr 1230-32).

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[10] Gilbert may not rely on the verdict to cure the omission. See ORCP 23B ("failure * * * to amend [pleadings to conform to the evidence does not affect the result of the trial of these issues"). There was no trial on Gilbert's liability to Walt's, since the trial court never instructed the jury that it had to find Gilbert's liable to Walt's as a predicate for the pass-through claim. (See Tr 2622-25).

Gilbert's pass-through claim suffers from a second, more fundamental flaw. If, as Walt's counsel represented, Gilbert declined to assert the pass-through claim against the state, then it is difficult to see why the pass-through claim should remain in the case. The pass-through claim was Gilbert's alone to assert. See Paramore v. Rose, 90 Or App 569, 752 P2d 1291, rev den 306 Or 155 (1988). If Gilbert chose not to protect itself from a subsequent suit by Walt's by declining to pass any liability to Walt's through to the state, then that would appear to be the end of the matter. There was no pass-through claim left in the case once Gilbert declined to pursue it.[11]

b. Walt's Not Entitled to Participate at Trial.

Even if Gilbert Pacific chose to assert a pass-through claim and even if the claim were properly pled, it still does not follow that Walt's should have been allowed to participate at trial as if it were a party. Admittedly, "[t]he conduct of the trial is within the discretion of the trial court and an appellate court will not interfere absent an abuse of that discretion." Biegler v. Kirby, supra, 281 Or at 427. And the supreme court has recognized that when there are multiple parties on one side of a case, the trial court may allow each party's attorney to participate at trial. Id. (no abuse of discretion in permitting 2 lawyers for 2 defendants to each present closing argument); see also Wulff v. Sprouse-Reitz, 262 Or 293, 312-13, 498 P2d 766 (1972) (no error in permitting each attorney for each plaintiff to question witnesses). And one party may be represented by two counsel at trial. But the court has never approved having multiple counsel for one party (or counsel for the real party and counsel for a non-party) each make opening statement, examine and cross-examine each other's witnesses, and make closing statement. Yet that is precisely what happened here.

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[11] To be sure, Gilbert allowed Walt's counsel to associate and to pursue the pass-through claim if Walt's wished to do so. But Gilbert's acquiesence in Walt's participation cannot be converted into Gilbert's active assertion of the claim, at least where Walt's counsel stated without contradiction that Gilbert would not assert the claim independently. See McDaniel v. Maxwell, 21 Or 202, 204 (1891) (plaintiff may not split legal claim against debtor and "subject the debtor to a multiplicity of actions at the instance of each assignee of a separate portion of the debt."

Participation at trial by a non-party fundamentally prejudiced defendant's right to a fair trial. The essence of a fair trial is a level playing field. Each side should have an equal opportunity to persuade the jury of the merits of its case. As soon as counsel for a non-party was permitted within the bar, however, defendant was put at a disadvantage, and that disadvantage continued through each stage of trial.

The unfairness and prejudice of requiring defendant to go solo against a tag-team amounted to more than simply a matter of the number of lawyers present on behalf of each party. Certainly, defendant could have had 2 lawyers present at counsel table to represent it, although the ordinary practice is to permit only one lawyer for each party to question a witness.[12] But here, Mr. Chenoweth was introduced to the jury by the court as counsel for Walt's. (Tr 68-69).[13] Mr. Chenoweth had the opportunity not just to fill in what plaintiff's counsel left out, but to conduct "friendly" cross-examination of Gilbert's witnesses.

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[12] Rule 6.100 of the Uniform Trial Court Rules states that "except for good cause shown, no more than one attorney for each party shall examine a witness or present argument on an issue." Gilbert's decision not to pursue a pass-claim to recover any damages it might owe Walt's cannot constitute good cause for an attorney for a non-party to pursue what is Gilbert's claim alone.

[13] At the beginning of trial, the trial court explained the presence of Walt's to the jury as follows:

> "One other little kind of unusual thing with this case that we'll explain at the outset, I guess, notwithstanding that this is Gilbert Pacific Corporation versus the State of Oregon, there is also a subcontractor involved called Walt's Concrete. And in just a minute I'll introduce these folks all to you but, there are people here from Walt's Concrete. They're not a plaintiff, but there is a kind of a legal theory of a pass through that states they're entitled to be here. Gilbert Pacific has put in their pleading that they're owed some money on behalf of the subcontractor, Walt's Concrete. Walt's is here looking out for their interests through this complaint that Gilbert Pacific has filed. So, Walt's has an attorney here, somebody from Walt's is here, and you will hear questions about that in regard to their portion of this claim that Gilbert Pacific has. It's a little unusual but it won't be complicated for you folks, and I'm sure these gentlemen will make it simple for you because it's all part of this very same suit."

(Tr 68).

Mars Associates v. New York City Educational Construction Fund, 126 AD2d 178, 513 NYS2d 125, appeal dismissed, 519 NYS2d 1033, 514 NE2d 391 (1987), addressed a similar situation. A subcontractor (Martin) sued the general contractor (Mars). Martin settled with Mars for whatever Mars was able to recover from the owner on Martin's behalf. Mars then sued the owner (Fund) and successfully moved to consolidate that action with Martin's action against it, even though Martin's action had been settled. The actions proceeded to trial with both Martin and Mars present. The Appellate Division held that the trial court abused its discretion in denying the owner's motion for separate trials of the two actions:

> "We find that, the effect of allowing this 'sham action' of Martin's to be tried jointly with the Mars action, in substance, permitted Mars to have double representation throughout the trial. Thus, Mars and Martin were each allowed to separately participate in the selection of the jury, challenge potential jurors, make opening statements, examine each witness, conduct sham cross-examinations of each other's witnesses, make closing arguments, object to the admissibility of documents presented by the Fund, and otherwise, fully participate in the action against the Fund. Needless to say, such double representation, in this jury trial, gave an unfair advantage to

> Mars and Martin over the Fund, since they were able to, inter alia, divide their objections, arguments, examinations of witnesses, etc., in such a way as to have the greatest possible effect on the jury. In other words, Mars, in effect, had two opportunities to prove its position, giving it an unfair advantage over its adversary."

Id., 513 NYS2d at 134. Here Walt's was not a sham party, but a non-party, and the same detriment to a fair trial resulted.

The only case counsel has located that involves participation at trial by someone actually not a party is Spencer v. Nelson Sales Co., Inc., 620 P2d 477 (Okl App 1980). The plaintiff there brought a products liability action against the distributor of a product. The distributor sued the manufacturer for indemnity, who in turn sued the manufacturer of a component part. The trial court severed the indemnity actions from plaintiff's action against the distributor, but then permitted attorneys for the two manufacturers to participate at trial. "Incredibly they were allowed to do everything except voir dire the jury. Thus, each attorney for the two non-parties made an opening statement, a closing argument, put on and cross-examined witnesses, and voiced objections at will." Id., 620 P2d at 479. The appellate court found this "bizarre" procedure to be "gross error" requiring reversal:

> "There is no doubt that triple-teaming the plaintiff wrought an oppressive and detrimental

> impact on his attempt to present his case. To judicially condone such unorthodox procedure is to open the door to the full trial participation in any given case of all persons or entities whose interest can be affected by its outcome."

Id. at 483. The court did not require evidence of prejudice, holding that "[w]hen the traditional criteria for a fair trial have been so enormously offended in such a vital area, prejudice can and ought to be presumed." Id.

3. Conclusion.

Had the trial court either struck the pass-through claim or denied Walt's motion to allow it to participate at trial as if it were a party, then Gilbert would have been limited, as a party usually is, to one opening, one opportunity to examine each witness, one opportunity to cross-examine the other side's witnesses, and one closing. Allowing Gilbert to split one claim between itself and Walt's and have both entities participate independently at trial tainted the entire process and requires that the judgment be reversed. At the least, it requires that the damages awarded Walt's, plus pre-judgment interest, be struck from the judgment.

ASSIGNMENT OF ERROR NO. 4

The circuit court erred in giving the following instruction:

> "You are instructed that Gilbert Pacific entered into a contract with the Highway Division based on the plans and specifications prepared and authored by the division.

> "As a matter of law, as the author of the plans and specifications, the Highway Division, guaranteed Gilbert Pacific that the plans and specifications were adequate, accurate, and complete, and, if followed, an acceptable result would follow. This guarantee is known as the owner's implied warranty of the sufficiency of the plans and specifications.
>
> "You're further instructed that if you determine that the plans and specifications provided by the Highway Division were followed by Gilbert Pacific and those plans and specifications were faulty because they were inadequate, inaccurate or incomplete, and the Highway Division breached its implied warranty of the sufficiency of the plans and specifications."

(Tr 2622).

After noting the court's refusal to give the state's requested instruction 49, the state excepted to the instruction the court gave as follows:

> "Instead, the Court gives plaintiffs instruction number eight, which said that the division guaranteed that the plans were -- were adequate, accurate and complete and, if followed, an acceptable result would follow. One problem I see with that is that under the contract, it certainly provided for -- that there may be extra work that comes up, and I didn't really think that plaintiffs had disputed the fact that under the contract extra work may arise, and that the plaintiff agrees to perform that work when entering into the contract. Technically the instruction says that if the contract were not quote 'complete,' that -- that under plaintiff's instruction nine, if, in fact, they were incomplete, then we breached our implied warranty of the sufficiency of the plans and specs. Now, what that means is, as I understand it, is that any time the plans are quote 'incomplete,' i.e., any time extra work arises that is not shown on the plans, that there is a breach. And I just don't think that's the law, and I don't think that's the contract. All right.

> " * * * * * *
>
> "I think that covers * * * plaintiff's [instructions] that were given that we take exception to or, eight and nine * * * ."

(Tr 2653).

ARGUMENT

A. Standard of Review.

The correctness of an instruction is question of law for the trial and appellate courts. State v. Rainey, 298 Or 459, 693 P2d 635 (1985).

B. The Instruction Misstates the Law.

Gilbert Pacific drafted the instruction the trial court gave, and it drafted it quite broadly. The instruction tells the jury that, as a matter of law, the state's plans are guaranteed to be "complete" and that if the jury finds that the plans are incomplete,[14] then the state has breached its implied warranty. Under the court's instructions, a reasonable juror could conclude that if the state asks the contractor to perform any extra work during the construction contract, regardless of whether the extra work could have been anticipated or not and regardless of how minor the request is, then the state has committed a contract breach. The instruction is wrong for two reasons.

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[14] The trial court phrased its instruction disjunctively. It told the jury that if it found that the plans were "inadequate, inaccurate or incomplete," then the state had breached its warranty.

1. The Contract Negated the Implied Warranty.

The trial court's instruction has its genesis in a long line of cases. The courts have generally recognized that:

> "[W]here the government orders a structure to be built, and in so doing prepares the project's specifications prescribing the character, dimension, and location of the construction work, the government implicitly warrants, nothing else appearing, that if the specifications are complied with, satisfactory performance will result."

J.H. Hedin Construction v. United States, 347 F2d 235, 241 (Ct Cl 1965); Barbour & Son v. Highway Com., 248 Or 247, 257-58, 433 P2d 817 (1967). As J.H. Hedin recognized, however, the courts will imply a warranty as part of the contract only when there is "nothing else appearing" in the contract to negate it. Implied warranties may be negated by a contract term that either expressly excludes them or is inconsistent with the implied warranty. See Frazier v. Consolidated Equipment Sales, 64 Or App 833, 841-44, 670 P2d 153, rev den 296 Or 236 (1983) (construing UCC); Montana v. United States, 1 Cl Ct 727, 734 (1983); cf. Elgie & Co. v. SS "S.A. Nederberg," 599 F2d 1177, 1183 (2d Cir 1979) (express disclaimer).

In this case, the contract expressly negates any implication that the plans are intended to be complete. Section 104.02 of the contract provides:

> "It is mutually agreed that it is inherent in the nature of highway construction that changes and alterations in the plans, quantities, or details of construction may be necessary or desirable during the course of construction' also that the character of the work is subject to changes and alterations as a consequence of various causes.
>
> "The right is reserved to the State, without impairing the contract, to require additional work, to increase or decrease quantities, to omit, cancel or eliminate layers or courses of materials, to alter details of construction, to vary the length of the project, to change grades and alignments, and to make any other changes or alterations; all as the Engineer may determine to be necessary or desirable to complete satisfactorily the proposed construction."

(Emphasis added). The state's express right to change the contract plans to require additional work, without impairing the contract, is directly inconsistent with the trial court's instruction that the state guarantees that the plans are complete and that an incomplete plan constitutes a breach of the state's implied warranty.

To be sure, some courts have recognized that the implied warranty is not overcome by "general clauses requiring the contractor to examine the site, to check up the plans, and to assume responsibility for the work until completion and acceptance." United States v. Spearin, 248 US 132, 136, 39 S Ct 59, 63 L Ed 166 (1918) (footnotes omitted); Barbour & Son v. Highway Com., supra, 248 Or at 255-56. But where, as here, the contract term specifically negates all or part of the implied warranty, no implied warranty exists as a matter of law, Frazier v. Consolidated Equipment Sales, supra, 64 Or App at 841-44, and the court erred in instructing the jury that it did.

2. Standing Alone, the Instruction is Still Wrong.

Even if the contract did not expressly negate the implied warranty, the court's instruction is still incorrect. A construction plan may be "incomplete" in two separate respects. First, a contractor may encounter unanticipated soil or other conditions, for which the parties typically issue change orders during the course of construction. The owner's plans are incomplete in that they do not address the unanticipated condition. But no court, to the state's knowledge, has held that the owner impliedly warrants that no unanticipated conditions will occur. Plans also may be incomplete in a second sense. The owner may have failed to provide a complete or adequate plan that addressed events that the owner did or reasonably could have anticipated. The incompleteness in this second sense reflects the owner's negligence or fault.

The Court of Claims consistently has recognized this distinction. In J.H. Hedin, supra, 347 F2d at 243, it accepted the government's argument that the question would be different if the "change in specifications resulted from changed conditions rather than faulty specifications."[15] In Jefferson Construction Company v. United States, 392 F2d 1006, 1012 (Ct Cl 1968), the court reaffirmed this distinction. It stated:

> "Problems which arise as the result of a failure to be reasonably careful in the preparation of the plans and the information upon which the plans are based, are the bases for a breach claim. Mere proof that the specifications or the plan is wrong does not establish a breach."

Id.

The problem with the instruction here is that it does not distinguish between these two types of "incompleteness." It does not tell the jury that incomplete plans will be a breach of the implied warranty only if they find that the incompleteness resulted from the owner's failure to plan carefully, rather than changed conditions that the owner could not reasonably anticipate. Rather, the instruction erroneously tells the jury that if it finds that the plans are incomplete in any respect, no matter what the reason, the state has breached its contract. That instruction is wrong even apart from any inconsistency with the express terms of the contract.

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[15] The court held that there was evidence showing that the changed specifications were due to the government's fault. J.H. Hedin Construction Co. v. United States, supra, 347 F2d at 243-44.

To be sure, Gilbert Pacific could argue that the evidence showed that the state was careless in failing to disclose subsoil tests to prospective bidders or to incorporate the analysis of those tests in its plans. This argument, however, is at best a factual question for the jury, which the trial court's instructions took away from it. Although the jury certainly could have found that the plans were incomplete because of the state's fault, the evidence also permitted the jury to reach the opposite conclusion -- that the incomplete plans were a result of changed conditions that could not reasonably be anticipated. (Tr 1603-07). In short, the error cannot be said to be harmless because the court could have directed a verdict for plaintiff on this question.

ASSIGNMENT OF ERROR NO. 5

The trial court erred in awarding plaintiff interest at the rate of 18 rather than 14 percent. (Ab 3).

ASSIGNMENT OF ERROR NO. 6

The trial court erred in awarding plaintiff post-judgment interest on prejudgment interest. (Ab 3).

ARGUMENT (Combined)

A. Standard of Review.

Statutory interpretation is a question of law for trial and appellate courts. Springfield Education Assn. v. School Dist., 290 Or 217, 224, 621 P2d 547 (1980).

B. Rate of Interest.

ORS 279.435(4) authorizes prejudgment interest on compensation due a contractor. That statute was amended in 1985, see Or Laws 1985, ch 435, after the parties' contract was executed, but before plaintiff's claim was submitted on January 9, 1987.[16] The amendment changed the rate of interest, from a fixed annual rate of 18 percent to a variable rate, which would be 14 percent per year in this case. See ORS 279.435(4)(a). As this case illustrates, the difference can be substantial; applying the 18 percent here requires the state to pay approximately $250,000 more in prejudgment interest.

The contract between the state and Gilbert does not provide for prejudgment interest, nor does it incorporate ORS 279.435(4) by reference. Rather, Gilbert's right to prejudgment interest (and a particular rate of prejudgment interest) derives solely from statute. The legislature changed the rate of prejudgment interest in 1985 -- some two years before Gilbert's claim for interest accrued. And at first blush, it is difficult to see what logical basis

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[16] The accrual date for prejudgment interest under the statute, which was unchanged by the 1985 amendment, is 30 days after the contractor submits his claim to the public contracting agency. ORS 279.435(4)(a)(B). The parties agreed below that plaintiff's claim was submitted on January 9, 1987, and that prejudgment interest should accordingly begin to accrue on February 8, 1987.

Gilbert has for seeking to recover a different statutory rate of interest than the one that existed at the time its statutory right to interest accrued.

Under the most recent Court of Appeals' decisions, Gilbert's attempt to rely on a repealed rate of interest lacks merit. The two most recent cases to address the issue hold that the rate of statutorily provided prejudgment interest changes along with changes in the statute. Employers' Fire Ins. v. Love It Ice Cream, 64 Or App 784, 788-89, 670 P2d 160 (1983); Illingworth v. Bushong, 61 Or App 152, 157, 656 P2d 370 (1982), aff'd 297 Or 675, 688 P2d 379 (1984). In Love It Ice Cream, the statute authorizing prejudgment interest was changed after an insurer breached its contract but before judgment was entered. 64 Or App at 788-89. The court held that the insured was entitled to prejudgment interest at the old rate until the statute was amended and at the amended rate from the date of the statutory change until judgment was entered. Id.

Only one case arguably supports Gilbert's position, Valley Inland Pac. Constructors v. Clack. Water Dist., 43 Or App 527, 603 P2d 1381 (1979) (hereinafter "VIPCO"). In VIPCO, two statutory sections were relevant. One section provided for 12 per cent annual interest on wrongfully withheld retainage. Or Laws 1977, ch 727, § 1 (setting out pre-1977 version of former ORS 279.575). Another section provided for 6 per cent annual interest on any settlement in favor of the contractor. Id. After the contractor in VIPCO sued successfully to recover the retainage owed it, the legislature changed the second section to provide for 6 percent interest on any settlement "or judgment" in favor of the contractor from the time the claim was made. Id. The 1977 statute did not repeal the first section awarding 12 percent interest on retainage; it merely added the term "judgment" to the second section and created a right to interest from the time the claim was made until judgment. Id.

The trial court in VIPCO relied on the second section, as amended in 1977, to award 6 per cent interest "on the theory that the contract balance was awarded as a judgment." VIPCO, supra, 43 Or App at 535. The trial court apparently took the view that once the contractor sued to recover his retainage and reduced its claim to a judgment, the contractor was only entitled to the 6 percent interest on judgments. The Court of Appeals disagreed. It held that the first section applied, the section governing retainage, and awarded the contractor 12 per cent interest. It reasoned that were it to hold otherwise, "an owner [could] withhold payment [of the retainage], proceed to judgment or settlement, and thereby cut the interest in half." Id., 43 Or App at 536.

VIPCO may be read two ways. Read narrowly, VIPCO merely holds that the general statutory provision granting 6 percent interest on a judgment did not supersede the more specific provision authorizing 12 percent on wrongfully withheld retainage. As the Court of Appeals recognized, to hold otherwise would defeat the legislative scheme, since it would allow the owner to proceed to judgment and cut the interest in half. All that VIPCO did accordingly was to apply the more specific of two statutes. The question presented in VIPCO -- whether a specific or a more general statute should apply -- differs from the question presented here and in Love It Ice Cream -- when an amendment to the rate of interest in one statute takes effect. Read narrowly, VIPCO is consistent with Love It Ice Cream and provides no support for Gilbert's position.

To be sure, language in VIPCO can be read more broadly. In reaching its holding, the court also stated:

> "The general rule is that a statute will not be applied retroactively if it alters the rights and duties under an existing contract unless expressly intended by the legislature. Derenco v. Benj. Franklin Fed. Sav. and Loan, 281 Or 533, 539 n 7, 577 P2d 477, cert den 439 US 1051 (1978). The right to interest on retained sums is such a right."

VIPCO, supra, 43 Or App at 536. Not only was this language unnecessary to the result VIPCO reached, but its assumption that a change in statutory interest rates would be applied retroactively to an existing contract right is inconsistent with a long line of supreme court cases, not to mention Love It Ice Cream.

The amended statutory provision in VIPCO could have been applied "retroactively" to "alte[r] the [parties'] rights and duties under an existing contract," 43 Or App at 536, only if the contract at issue in VIPCO had either incorporated existing statutes by reference (which would distinguish it from this case) or if VIPCO took the view that, as a matter of law, contracts incorporate all statutory rights that exist at the time the contract comes into being. To the extent VIPCO rests on this latter assumption, it is inconsistent with recent supreme court cases.

Justice Linde recently explained that the statutory right to redeem does not become part of a mortgage contract. Director of Veterans' Affairs v. Petersen, 308 Or 632, 641-42, 784 P2d 1076 (1989) (Linde, J., specially concurring; reaching issue not reached by majority). Rather, the legislature is free to alter collateral statutory rights during the life of the mortgage contract, even though the statutory right is integrally associated, at least popularly, with the subject of the contract. Id. Although Justice Linde's specially concurring opinion in Petersen does not have precedential force, it follows an earlier majority holding in which the court rejected as "farfetched" what Justice Linde characterized as a "similar attempt" to read then-existing statutory rights into the parties' contract. See id. at 641 n 3 (citing Hall v.

Northwest Outward Bound School, 280 Or 655, 572 P2d 1007 (1977)).

The proposition is not a new one. As Love It Ice Cream recognized, the point has been clear since Graham v. Merchant, 43 Or 294, 72 P 1088 (1903), at least where, as here and as in Love It, the contract is not one for the repayment of money. See Employers' Fire Ins. v. Love It Ice Cream, supra, 64 Or App at 789. If, as both the majority in Hall v. Northwest Outward Bound School, supra, and Justice Linde in Department of Veterans' Affairs v. Petersen, supra, reasoned, it is "farfetched" to assume that collateral statutory rights become part of the parties' contractual rights and duties, then the broad language in VIPCO is in direct conflict with both the supreme court's consistent line of cases, as well as Love It Ice Cream.

In the state's view, the narrow reading of VIPCO is the better one since it does not conflict with either Love It Ice Cream or the supreme court's reasoning. Under that reading, Gilbert has no vested right in the contract that the new law retroactively impaired. Rather, Gilbert's statutory right accrued approximately two years after the legislature amended ORS 279.435(4) to provide for a variable rate of interest, and the trial court erred in applying the repealed interest rate.

C. Pre-Judgment Interest Incorrectly Added to the Judgment.

Over the state's objection, the trial court added prejudgment interest of $188,796.65 to the amount of the verdict, included the pre-judgment interest in the judgment, and awarded post-judgment interest on the total amount of the judgment. ORS 279.435(4)(b) provides that prejudgment "interest shall be added to and not made a part of the settlement or judgment."[17] The trial court's judgment is directly inconsistent with the statute. It makes the prejudgment interest "part of [the] judgment" and awards post-judgment interest on that total amount.

The purpose of the statute can be discerned from its history. After the supreme court held that post-judgment interest could be allowed on pre-judgment interest, Highway Comm. v. DeLong Corp., 275 Or 351, 551 P2d 102 (1976), the legislature added ORS 279.435(4)(b). By providing that interest could be added to but not made part of the judgment, the legislature allowed a contractor to recover pre-judgment interest but did not allow the prejudgment interest to serve as part of the "principal" on which post-judgment interest would be calculated. At trial, there was some dispute whether prejudgment interest could be included in the judgment at all. In the state's view, that dispute misses the point of the statute. The point was simply to prevent a contractor from recovering post-judgment interest on prejudgment interest. As long as that goal is satisfied, the purpose of the statute would not appear to be offended if the judgment recites the state's obligation to pay prejudgment interest. The trial court erred in concluding otherwise.

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[17] ORS 279.435(4)(b), which was added in 1985, applies to Gilbert's claims for the reasons set out above.

ASSIGNMENT OF ERROR NO. 7

The circuit court erred in denying the following motion:

> "MR. VAN DYKE: * * * The next motion that I have for the Court would be a motion to -- for a directed verdict and, in the alternative, a motion to strike the acceleration damages that have been presented."

After hearing argument on the motion, the court ruled:

> "I guess if I had a better recollection of what exactly Mr. Neal [one of Gilbert Pacific's witnesses] said, I would maybe know a little more about the claims one through eight. I suspect its a question of fact notwithstanding what my recollection may or may not be.
>
> "I would agree, Mr. Van Dyke, they do have the burden. If they've failed, I'm sure you will point that out to the jury. So, if it is a question of fact, I think I would prefer to leave it where it is as opposed to make some ruling on my limited knowledge."

(Tr 1248).

ARGUMENT

A. Standard of Review.

A motion for directed verdict will be granted if, taking the evidence in the light most favorable to the plaintiff, no reasonable juror could conclude that the plaintiff was entitled to prevail. James v. Carnation Co., 278 Or 65, 69, 562 P2d 1192 (1977).[18]

B. Gilbert Not Required to Accelerate.

The trial court took a conservative approach. Because it was not sure what the evidence had been, it denied the state's motion, apparently on the theory that more likely than not sufficient evidence had been adduced. The trial court did not err in assessing the odds; more often than not, a plaintiff will have made out a jury question. The court did err in not assessing the evidence in this case. Properly considered, plaintiff's evidence was not sufficient to allow a reasonable juror to find that Gilbert Pacific or Walt's was required to accelerate its work.

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[18] Unlike federal procedure, which provides that a motion for directed verdict at the close of the plaintiff's case will be waived if not renewed at the close of all the evidence, ORCP 54B(2) specifically authorizes a motion for directed verdict at the close of plaintiff's case. Although no Oregon case has addressed the issue directly in the civil context, a comparable motion at the close of the plaintiff's case in a criminal trial is sufficient to preserve the issue for appellate review. State v. Nix, 7 Or App 383, 384, 491 P2d 635 (1971). While not a binding holding, the court has suggested as much in a civil context. See Falk v. Amsberry, 290 Or 839, 844, 626 P2d 362 (1981). It recognized that a party "can test the sufficiency of the evidence and preserve the error, if any, for appeal" by, among other means, moving "for directed verdict at the close of the evidence offered by an opponent or at the close of all the evidence." Id. (emphasis added). Even if the directed verdict motion at the close of plaintiff's evidence were not sufficient to preserve the error, the alternative motion to strike does not suffer from the same defect.

Acceleration damages reimburse a contractor for the additional costs that occur when the owner requires the contractor to hurry up and finish a job.[19] See Nor Air Engineering Corp. v. United States, 666 F2d 546 (Ct Cl 1981). The mere fact that a contractor works overtime to finish a job does not mean that the contractor is entitled to acceleration damages. Rather, acceleration damages are available only when the owner either expressly or constructively orders the contractor to hurry up. Neither Gilbert Pacific nor Walt's claims that the state expressly ordered them to accelerate. Rather, their claim for accelerated damages is based on a constructive order.

> "The basic elements of a constructive acceleration claim are well established: (1) excusable delay; (2) notice to the defendant of the excusable delay and request for an extension of time; (3) refusal or failure to grant the requested extension within a reasonable time; (4) an express or implied order to accelerate; and (5) actual acceleration."

2 Stein, Construction Law ¶ 6.12(2). There is no dispute that for four of the stages the evidence permitted the jury to find that the state's order to do the subexcavation established excusable delay (it took longer to do the extra work), that defendant requested extensions of time because

---

[19] If, to take a simple example, the contractor had to pay time and a half for overtime work when it was ordered to accelerate, the contractor could recover the extra 50 per cent labor cost it incurred as acceleration damages.

of the subexcavation work, that the state declined to grant them immediately, and that Gilbert accelerated at least some of its work as a result. The primary factor at issue on appeal is the fourth factor: could the state's denial of time extensions reasonably be construed as an implied order to accelerate.

On this point, if "the government combines a refusal of a reasonable request for a time extension for an excusable delay with a demand that the contractor complete * * * the work within the original contract term, and threatens the assessment of liquidated damages (or termination) for late completion," a factfinder can conclude that the government has impliedly ordered the contractor to accelerate. Id.; see Nor Air Engineering Corp. v. United States, supra. Put another way, if the denial of an otherwise reasonable extension requires the contractor to choose between accelerating or continuing at the same pace and incurring liquidated damages, it is at least a jury question whether the denial is an implied order to accelerate.

In this case, Lloyd Neal, Gilbert Pacific's project manager, testified that he did not have to accelerate in order to avoid liquidated damages. He agreed that Gilbert had only asked for 43 days of additional time and that Gilbert could have used the entire 1986 construction season to avoid any liquidated damages. Mr. Neal testified on cross-examination:

> "MR. VAN DYKE: Now, under this contract that we[']re litigating here today, Gilbert Pacific had until the end -- December 1st of 1986 to complete the work.
>
> "[MR. NEAL]: That the [sic] correct.
>
> "MR. VAN DYKE: Okay, and my understanding of your testimony is -- is that if the state, you had requested forty-three days of additional time?
>
> "A That is correct.
>
> "Q There is no question, is there, that you could have performed that work in 1986?
>
> "A That is correct.
>
> "Q There is no question in your mind, is there, that you could have performed this work and avoided all liquidated damages under the contract by using 1986?
>
> "A That would have avoided some liquidated damages. That is correct.
>
> "Q That would have avoided all liquidated damages, is that correct?
>
> "A That is correct.
>
> "Q That would have avoided all liquidated damages. Thank you very much for your answer. * * *."

(Tr 586).

To be sure, the testimony was not all of one piece. There was evidence that Gilbert was subject to liquidated damages if it failed to meet certain interim deadlines. See note 2, supra. There was also evidence that the job was divided into stages and that each stage had to be viewed as a unit. (Tr 225). Once begun, the stage had to be completed before the interim deadlines. An examination of each stage demonstrates, however, as a matter of law, that the state's denial of Gilbert's requests for time extensions did not force it to choose between accelerating or continuing at the same pace and incurring liquidated damages. This brief will address the 1985 construction season and then turn to the 1984 construction of Stage IA.

1. Stage II.

Gilbert began work on Stage II on February 1, 1985. (Pl Ex 113 at 45). It expected to finish Stage II on April 5, 1985, slightly less than three months before it would run into liquidated damages on June 30, 1985. During construction of Stage II, Gilbert requested time extensions of 18 days, which the state did not grant.[20] (Tr 252). Even if the 18 days Gilbert requested were added on to its April 5 expected completion date, Gilbert still was faced only with finishing by the end of April -- more than two months before liquidated damages became applicable. No reasonable juror could find that Gilbert accelerated during Stage II to avoid the prospect of liquidated damages two months in the future.

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[20] Gilbert requested 23 days total, but some days duplicated each other and Gilbert's own witness testified that 18 was the appropriate number. (Tr 252).

2. Stage IV.

Gilbert turned next to Stage IV. It began Stage IV on April 20, 1985, and finished it on June 15, 1985. (P 1 Ex 113). During Stage IV, Gilbert requested a time extension of one day, and the state declined to act on that request immediately. (Id.). Under the contract, Gilbert would incur liquidated damages only if it failed to complete Stage IV by November 1, 1985, approximately 139 days from the date it in fact finished Stage IV. No reasonable juror could have concluded that the denial of a one-day extension caused Gilbert to accelerate to avoid the threat of liquidated damages approximately 139 days in the future.

3. Stage III.

The same analysis applies equally to Stage III. Gilbert began Stage III on June 18, 1985, and finished it on August 14, 1985 -- approximately 79 days before liquidated damages became applicable on November 1. (Pl Ex 113). During Stage III, Gilbert asked the state for a 10-day extension due to the additional subexcavation. (Id.). If the state had granted Gilbert's request, Gilbert would have finished 89 days before liquidated damages became applicable rather than 79 days. Again, the state's denial did not require Gilbert to choose between accelerating or continuing at its normal pace and facing the prospect of liquidated damages. It only forced it to choose between finishing 79 or 89 days ahead of the deadline.

There was testimony that the denial of the extensions had a cumulative effect. (Tr 255). If the extensions were not granted, Gilbert would not be able to complete the entire project by November 1, 1985. (Id.). The argument apparently runs that even if the denial of the requests would not require Gilbert to accelerate to complete Stages II, III, or IV, to avoid liquidated damages, the refusal to grant the extensions did affect Gilbert's ability to finish the entire project by October 31, 1985 -- the end of the first construction season. To the extent Gilbert Pacific does make this argument, the argument lacks merit.

If too little time remained for Gilbert to finish the last stage of the project before November 1, 1985, Gilbert had two options. It could have asked the state to divide the remaining stage into a manageable segment, as the state did when it divided Stage I into two parts at Gilbert's request, or Gilbert could have delayed constructing the last stage of the project until the next year. Gilbert still had the entire 1986 construction season left -- from February 1986 until September 1986 -- in which to construct only one part of Stage I.

Admittedly, there was evidence that it would have been more economical for Gilbert to complete the entire job in 1985. And it may well be that Gilbert made an economic decision that it was better to start the last stage, Stage IB, in August 15, 1985 and face the possibility of not completing it by November 1, 1985 rather than put off finishing the job until the next year when there would have been ample time to do the work without any danger of liquidated damages. But Gilbert's economic decision to take that risk cannot be converted into an implied order by the state to finish early -- at least not where Gilbert had another construction season available to it.[21]

4. Stage IB.

Gilbert began Stage IB on August 18, 1985, and finished on October 11, 1985. (Pl Ex 113 at 46). During construction, it requested 4 extra days. (*Id.*). If Gilbert had taken the 39 days it scheduled to construct Stage IB, it would have finished on October 24, 1985. (*Id.*).[22] The denial of the four extra days extended the scheduled completion date to October 28, 1985. While close, Gilbert was not required to choose between accelerating or continuing at its scheduled pace and incurring liquidated damages.

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[21] Some cases have recognized that a contractor has a "right to complete early" and that an owner's directions that delay the early completion will, under certain conditions, entitle the contractor to recover the losses caused by the delay. If Gilbert had extended its work to the 1986 construction season, it might have a claim for these losses. Gilbert, however, did not follow this course.

[22] Gilbert started Stage IB 6 days later than it planned. (Pl Ex 113 at 46). If these 6 days are added to its scheduled completion date of October 18, 1985, that would place the scheduled completion date on October 24, 1985. (*See id.*).

5. Stage IA.

Gilbert began Stage IA on August 13, 1984 and completed it on October 31, 1984. (Pl Ex 113). During construction, Gilbert requested 5 extra days. (Id.). The denial, if unjustified, could have pushed Gilbert into the period for liquidated damages and thus made it a jury question whether the state constructively ordered Gilbert to accelerate. The problem with Gilbert's acceleration damages claim here, however, is that the denial was justified.

Gilbert sought 5 extra days because "[t]he state caused a five (5) day loss of time by insisting the contractor complete detour signing prior to completion of critical items."[23] (Def Ex 594). As the state responded, however, section 108.04 of the special contract provisions requires that the contractor provide "a detailed plan to divert freeway traffic safely around a closed area of the freeway within one hour of any freeway closing." (See Pl Ex 21; Pl Ex 2, Special Provisions, § 108.04(b)). Requiring Gilbert to perform the work specifically contemplated by the contract provides no basis for seeking a time extension. (Pl Ex 1, Standard Specifications, § 108.09).

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[23] Plaintiff's claim book states that the 5-day request was made on September 27, 1984 (Pl Ex 113), and the request quoted above was made on that date. (Def Ex 594).

ASSIGNMENT OF ERROR NO. 8

The trial court erred in denying defendant's motion for a directed verdict or, in the alternative, to strike all damages relating to subexcavation work.

At the end of plaintiff's case, defendant moved as follows:

> "[DEFENSE COUNSEL:] And I would move for a directed verdict or, in the alternative, move to strike all of the damages which are alleged to be based as coming from the subexcavation and the price agreements. (Tr 1248).
>
> " * * * * * *
>
> "THE COURT: Your two motions will be denied."

(Tr 1253).

ARGUMENT

During the course of construction, plaintiff and defendant entered into numerous "price agreements" under which plaintiff agreed to perform certain work, not contemplated by the original contract, at certain established prices. In particular the parties reached an agreement regarding payment for the subexcavation work undertaken by plaintiff. It was not disputed that plaintiff was fully paid for every cubic yard of dirt that it subexcavated, pursuant to that agreement. Because most of plaintiff's damages resulted from its direct or indirect costs in accomplishing the subexcavation, defendant was entitled to a directed verdict upon those damages, or to have them stricken.

Two price agreements relating to subexcavation were executed by Kenneth Joki on behalf of plaintiff. (Tr 764). The first, number 20, covered work for stage II of construction. (Ex 645). It was signed by Mr. Joki on April 15, 1985 (Tr 779) which was 2 days before plaintiff's completion of the work on stage II. (Pl Ex 113 at 48). The second, number 22, covered the remaining stages (IB, III and IV) and was signed by Mr. Joki on May 11, 1985. (Ex 647).

Price agreement number 20 described the work to be performed by plaintiff as "subgrade subexcavation and subsequent backfilling, as directed by the Engineer"; number 22 described the work as "excavation below subgrade for removal of deleterious material." Both agreements stated that the "[a]reas, widths and depths" of the subexcavation was "to be done at the direction of the Engineer." The agreements estimated the volume of excavation and backfill to be performed, and established a unit price for each, at $6.00 per cubic yard for excavation and $9.25 or $9.30 per cubic yard for backfill.

Both agreements included the following paragraph:

> "Please indicate your agreement by signing, dating and returning the original to the project manager. Work shall not begin until you are notified that the price agreement has either been approved or that work may commence under

> advance approval. Your signature further indicates agreement that payments in accordance with this price agreement constitute full and complete compensation for all costs, both direct and indirect, arising out of the described alterations, extra work or claims for additional compensation covered by this price agreement, and releases and discharges the state from all such costs except as provided herein."

(Def Ex 645, 647; emphasis added).

Mr. Joki agreed that the work on stage II was "virtually finished" when price agreement 20 was signed, and that much subgrade subexcavation had already been encountered. (Tr 614, 780, 781). He also agreed that plaintiff had been required to re-subexcavate certain areas during construction of stage II. (Tr 614, 781). "Ninety nine percent" of subexcavation in Stage II had been completed. (Tr 615). Gilbert Pacific thus knew all the problems it had encountered when it signed price agreement number 20.

Plaintiff's claimed damages all arise from what it asserts to have been an unanticipated volume of subexcavation. The price agreements, however, clearly stated that the volumes specified were estimated quantities and establish a unit price for each cubic yard of subgrade excavated.[24]

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[24] Quantities can never be known with precision. Section 104.02 of the standard specifications permits the state to increase or decrease quantities without impairing the contract. The price agreement was consistent with the (Footnote continued on next page.)

Plaintiff presented no legally sufficient evidence that the price agreements were coerced under the circumstances. Moreover, plaintiff's position is that it was entitled to additional compensation for the impact upon its operations from the subexcavation work, but not that there was a material charge in the character of the work. Plaintiff alleged that the requested upward adjustment in unit price for the subexcavation work "was to allow additional compensation for the impacts to all operations and not due to the change in the character of the work."[25] (Amended Complaint, Ex A at 5).

The fact that price agreement 20 was executed after work on Stage II was almost complete distinguishes Gen. Constr. v. Ore. Fish Comm., 26 Or App 577, 554 P2d 185 (1976), rev den (1977). There, a change order was executed to establish payment for extra work required of the contractor, after errors in the plans were discovered. This court affirmed a finding that the change order did not

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(Footnote continued from previous page.) contract. When additional quantities were subexcavated, plaintiff was paid for them.

[25] Section 109.94 permits a contractor to recover additional payment for excavatingb additional quantities, but only if that change materially changes the character of the work or the unit price. It does not permit additional compensation for making a poor business decision regarding the impact of the work.

constitute an accord and satisfaction of all damages resulted from design errors. However, at the time the change order was executed, it was impossible to determine what delay damages would suffer during subsequent performance; "[t]hus the parties could not have considered those damages at that time." Id., 26 Or App at 582. Here, plaintiff knew when it executed the first price agreement that the quantity of subexcavating required in Stage II had been underestimated in price agreement; knew that re-subexcavation was required in certain areas; and knew that the subexcavation work had an impact upon its other operations. All of the purported changes upon which plaintiff relies to avoid the bargain it struck in the price agreements, had already occurred.

Moreover, the change order in Oregon Fish Commission "did not state that it was [the contractor's] exclusive remedy for all damages arising from the inaccurate specifications * * * ." Id. at 579. Here, the price agreements did emphatically state that payment in accordance with them constituted "full and complete" compensation for the costs of completing the described alterations.

Plaintiff executed the price agreements knowing of the other work it remained obligated to perform, and knowing of the substantial quantities of unacceptable subgrade that had already been encountered. Under the agreements plaintiff agreed that the specified price would "constitute full and complete compensation for all costs, *both direct and indirect*, arising out of the described alterations." (Emphasis added). Plaintiff's request for "impact" costs of the additional work it agreed to perform necessarily arose from the subexcavation work and thus was in direct contradiction to its agreement, and should have been disallowed as a matter of law.

CONCLUSION

For the reasons stated above, the circuit court's judgment should be reversed.

Respectfully submitted,

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ABSTRACT OF RECORD

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On December 27, 1988, plaintiff filed in the Circuit Court for Marion County a

COMPLAINT

alleging three claims for relief against the State of Oregon: breach of contract, breach of warranty, and cardinal change.

On July 17, 1989, defendant filed a

RULE 21 MOTION

in which it moved in paragraph 5 to "[s]trike paragraph 14 [of plaintiff's complaint] on the ground that a claim by a third party, for which plaintiff claims no responsibility, is irrelevant to this lawsuit." The court entered an

ORDER

in which it "ORDERED that paragraphs 1, 3, 4, 5, and 6 of defendant's motion be, and the same hereby are denied * * * " and ordered that some of defendant's motions be granted. On September 13, 1989, plaintiff filed a

FIRST AMENDED COMPLAINT

and on September 19, 1989, defendant filed an

ANSWER

and on January 29, 1990, plaintiff filed a

REPLY.

On February 21, 1990, a

NOTICE

was filed that Andrew K. Chenowith will be associating with the firm of Stafford Frey Cooper & Stewart in connection with this case. After defendant filed an

AMENDED ANSWER

and plaintiff filed a

SECOND AMENDED COMPLAINT,

plaintiff filed a

MOTION TO ALLOW COUNSEL FOR WALT'S TO PARTICIPATE AT TRIAL

in which it

> "move[d] the Court for an order allowing [Walt's Concrete] to participate at trial, as outlined above, through its own counsel who has been associated as counsel for plaintiff in this case. * * * In the alternative, and only if the foregoing motion to participate at trial is denied by the court, Walt's moves the Court for an order allowing it to intervene as a party pursuant to ORCP 33."

(Footnote omitted). While plaintiff's motion was pending, the state filed a

SECOND AMENDED ANSWER

and the case proceeded to

TRIAL.

On the first day of trial, the court orally

ALLOWED

plaintiff's motion to allow Walt's to participate at trial. (Tr 16). After trial the jury returned a

VERDICT

against defendant and in favor of Gilbert Pacific Construction Co. in the amount of $1,633,471.80 and in favor of Walt's Concrete in the amount of $390,564.18. When plaintiff submitted a proposed judgment form, the state filed an

OBJECTION TO FORM OF JUDGMENT

in which it objected to the proposed form of judgment because, among other reasons, "[t]he judgment includes interest, which is prohibited by ORS 279.435" and because "[t]he amount of interest has been improperly calculated." Over the state's objection, the circuit court entered

JUDGMENT

on May 15, 1990 in which it gave Gilbert Pacific "judgment against defendant in the amount of $2,024,035.98, together with pre-judgment interest through May 14, 1990 in the sum of $1,188, 796.65, for a total judgment amount of $3,212,832.63, together with interest thereon at the rate of 9 percent per annum, until paid, and plaintiff's costs and disbursements taxed at $2,172.39."

On May 23, 1990, the state filed a

NOTICE OF APPEAL

and on June 14, 1990, it filed an

AMENDED NOTICE OF APPEAL

DAVE FROHNMAYER
ATTORNEY GENERAL

JAMES E. MOUNTAIN, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313
FAX #: (503) 378-3784

June 7, 1990

Ken Karnosh
Construction Section
Department of Transportation
1158 Chemeketa Street, N.E.
Salem, OR 97310

Re: Gilbert Pacific Corporation v. State of Oregon
Marion County Circuit Court No. 89C-10363
Your File No. 3426-7105

Dear Ken:

This is the status report on the above-referenced case for the month of May, 1990.

I have asked the Appellate Division to file a notice of appeal in this case and I understand that they have done so. I asked them to go ahead in order to preserve the appeal and to provide us with additional time to consider the State's position in this case.

At this point, I do not believe that the Appellate Division has named an attorney to handle this case. That is not unusual given the fact that the notice of appeal has only recently been filed. When we earlier discussed our chances on appeal I had hoped that we might be able to get some input from the attorney handling the appeal, but I do not think that is likely at this time.

In the meantime, I have heard from John Stewart that his client might accept a "minimal discount" on the judgment to have the case settle. I do not know what John means by this, but I would guess that "minimal" means no more than something

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Anhorn
FOR

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in the $100,000 range. That is, they might be willing to knock $100,000 off the judgment. That puts them some distance apart from our last discussion in which, if I recall correctly, you were hoping for more substantial savings.

I suggest that you and I get together with Bill Cloran and Ken Husby and further discuss where we are and how we might proceed. Please let me know when Ken and you might be available to do this.

As usual, this document is a communication of current case status and includes information on trial strategy. It is a privileged document from attorney to client. Neither the document nor its contents should be routinely circulated beyond the immediate addressees unless trial counsel is first consulted. The document should not be attached to nor made a part of an agenda for any public meeting, nor should it be discussed by the public body involved in open session without first consulting with trial counsel.

Sincerely yours,

J H Van Dyke

James Van Dyke
Assistant Attorney General

JVD/rag/4126T
cc: John R. McCulloch, Jr.
James E. Mountain, Jr.
Kendall Barnes
William F. Cloran
Don Forbes
Robert Muir
Dale Hormann

9, ...

J

DAVE FROHNMAYER
ATTORNEY GENERAL

JAMES E. MOUNTAIN, JR.
DEPUTY ATTORNEY GENERAL

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Salem, Oregon 97310
Telephone: (503) 378-6313
FAX #: (503) 378-3784

April 24, 1990

N

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Anhorn
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Ken Karnosh
Construction Section
Department of Transportation
1158 Chemeketa Street, N.E.
Salem, OR 97310

7

Re: Gilbert Pacific Corporation v. State of Oregon
Marion County Circuit Court No. 89C-10363
Your File No. 3426-7105

Dear Ken:

This is the status report on the above referenced case for the month of April.

During the past month most of the activity on this case has been to obtain an acceptable form of judgment. Plaintiffs have asked for prejudgment interest at the rate of 18% based on the statute that was in effect in 1984; the State's position is that the present statute, at the 14% rate is the appropriate one. The difference between the parties' positions is approximately $230,000. Judge West will make the decision on this matter.

The parties also dispute the rate of post-judgment interest. The contractor contends it is the same 18% rate; the State asserts that the typical 9% rate is applicable. This will make a difference of approximately $300,000 during the next year if the matter is on appeal.

The Department of Justice will file a notice of appeal in this case but cannot do so until these issues are resolved and a judgment is actually entered by the court. I believe that we have some serious issues to raise on appeal. This may also give us an opportunity to negotiate with plaintiff about a reduced award. However, I expect that it will take a good brief filed by the Appellate Division before plaintiff will consider that possibility.

This document is a communication of current case status and includes information on trial strategy. It is a privileged document from attorney to client. Neither the document nor its contents should be routinely circulated beyond the immediate addressees unless trial counsel is first consulted. The document should not be attached to nor made a part of an agenda for any public meeting, nor should it be discussed by the public body involved in open session without first consulting with trial counsel.

Sincerely yours,

James Van Dyke
Assistant Attorney General

JVD/pjv
2884T

John R. McCulloch, Jr.
James E. Mountain, Jr.
Kendall Barnes
William F. Cloran
Don Forbes
Robert Muir
Dale Hormann

7860

DAVE FROHNMAYER
ATTORNEY GENERAL

m

JAMES E. MOUNTAIN, JR.
DEPUTY ATTORNEY GENERAL

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TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

CONFIDENTIAL

November 7, 1989

Ken Karnosh
Construction Section
Dept. of Transportation
1158 Chemeketa St., N.E.
Salem, Oregon 97310

Re: Gilbert Pacific Corp. v. State of Oregon
Marion County Circuit Court No. 89C-10363

Dear Ken:

This letter is the status report on this case for the months of September and October, 1989

I know that you have been aware of the status of this case since you see Steve Littrell & Co. working hard on document production every day. The massive amount of documents in this case causes atypical preparation problems, but it appears that the progress is about what should be expected.

In our meeting last week we discussed the hiring of some additional personnel to get the job done earlier. Our target date for all documents is before Thanksgiving, and we concluded that the State documents should be next in line for coding. I appreciate all the work that you have done in regard to the documents and am certain this will save us time throughout the remainder of the case.

As you are aware, trial is scheduled for the entire month of March, 1989. We should begin identifying who the likely witnesses will be and having them reserve these dates. As we get closer in time, we will be able to narrow down the time that will be required for each person. We also hope to start depositions in January, with witness books prepared and to their readers by December.

W

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Anhorn

FOR

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Although this seems like a fast schedule (it is!), I hope that we can steal a march on our opponents.

This letter is a communication of current case status and includes information on trial strategy. It is a privileged document from attorney to client. Neither the document nor its contents should be routinely circulated beyond the immediate addressees unless trial counsel is first consulted. The document should not be attached to nor made a part of an agenda for any public meeting, nor should it be discussed by the public body involved in open session without first consulting with trial counsel.

Sincerely,

James Van Dyke
Assistant Attorney General

JVD/pjv
8153T/pjv

John R. McCulloch, Jr.
James E. Mountain, Jr.
Kendall Barnes
William F. Cloran
Don Forbes
Robert Muir
Cynthia Carter
Risk Management (L-9365)

9160 jc

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-4(95)228

2. STATE PROJECT NO.

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30008

6. TO
Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE October 11, 1989

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER 1

10. GENERAL LOCATION:
North Albany Interchange - Corvallis/Lebanon Interchange

11. GENERAL DESCRIPTION OF WORK
Legal and engineering fees for defense of filed litigation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve Mr. Husby's request of 10/6/89 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 12A is approved for a TEC of $120,000 - Federal Funds $110,664.

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OCT 23 '89
ASSIGNED TO Cam Gilmour
FOR

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					X	

Done
10-23-89
LRS

14. DATE 10/20/89

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: October 6, 1989

In Reply Refer to File No.:
CON 5
9860

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Kenneth P Karnosh
FROM: for Kenneth E. Husby, Manager
Office of Operations, Maintenance and Construction

SUBJECT: State Force Order No. 12A (Amended)
North Albany Intch-Corvallis/Lebanon Intch.
Gilbert Pacific Corp. vs State of Oregon
Marion County Circuit Court No. 89C-10363
Contract No. 9860
FAP No. IR-5-4(95)228

Attached is State Force Order No. 12A increasing to $120,000, for legal and engineering fees for defense of the subject filed litigation. The contractor is claiming an additional 3.5 million dollars in compensation related to the subject construction contract.

Your concurrence in federal participation in the amount of $110,664 (92.22 percent) is requested at this time.

A copy of the complaint was previously sent to you under separate cover.

KEH:SL:mkv

Attach.

cc: ✓ Bill Anhorn
Bob Pool

10/065M

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OCT 9 '89
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FOR

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AN EQUAL OPPORTUNITY EMPLOYER

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) State Forces		("SFO") ORDER NO. 12A (Amended)
PROJECT NAME (SECTION) North Albany Interchange-Corvallis/Lebanon Interchange		CONTRACT NO. 9860
HIGHWAY Pacific Highway	COUNTY Linn	ACTIVITY OR OBJECT DETAIL CODE 286
Grading and Paving Contractor: Gilbert Pacific Corp.		F.A. PROJECT NO. IR-5-4(95)228

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Continue defence against litigation complaint No. 89C-10363 filed by the contractor in Multnomah County in January 1989 and changed to Marion County in April 1989.

ESTIMATE OF QUANTITIES AND COSTS:

Increase original amount of $40,000 to $120,000 (lump sum).

EXPLANATION:

Legal and engineering fees beyond normal expenses continue to be incurred by the Department of Justice and this Division to defend the State of Oregon in this complaint.

SUBMITTED BY S Littrell Steve Littrell TITLE Contract Claims Coordinator	DATE 10-6-89	APPROVAL RECOMMENDED OR APPROVED BY REGION	DATE
APPROVAL RECOMMENDED BY S Littrell TITLE Contract Claims Coordinator	DATE 10-6-89	~~NOTED OR~~ APPROVED BY CONSTRUCTION OR TRAFFIC Kenneth D Kormod	DATE 10-9-89

CONTRACT PROJECTS — Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate. DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.	TITLE II PROJECTS NOT UNDER CONTRACT — Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate.

734-1105 (Rev. 8-85)

DAVE FROHNMAYER
ATTORNEY GENERAL

JAMES E. MOUNTAIN, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

September 11, 1989

Ken Karnosh
Construction Section
Dept. of Transportation
1158 Chemeketa St., N.E.
Salem, Oregon 97310

Re: Gilbert Pacific Corp. v. State of Oregon
Marion County Circuit Court No. 89C-10363

Dear Ken:

This letter is the status report on the above referenced case for the month of August, 1989.

During August the Department of Justice acquired a temporary employee to help with the stamping of the documents in this case. However, I understand that she obtained a full-time job elsewhere and is not available to help with the coding of some 30,000 documents. I will explore if she can be replaced.

In the meantime Steve Littrell and his cohorts have been busy coding the documents on their own. It is a time consuming process, but one that should pay us dividends as we defend the case. We also discovered that certain files regarding soils had not been produced to Gilbert Pacific and that has now been accomplished. In addition August saw the completion to our review of personnel records that we will be disclosing to plaintiffs.

Finally, a pre-trial conference was held at the end of August. At that time a trial date of March 5, 1990 was set. Trial is expected to last the entire month of March. Although this seems far distant, given the volume of documents and the discovery that still needs to be performed, we need to keep working this case as fast as possible. We should be able to make some points with the recent discovery by Bill Cloran that Walt's concrete appears to be overbilling.

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Anhorn

FOR

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This document is a communication of current case status and includes information on trial strategy. It is a privileged document from attorney to client. Neither the document nor its contents should be routinely circulated beyond the immediate addressees unless trial counsel is first consulted. The document should not be attached to nor made a part of an agenda for any public meeting, nor should it be discussed by the public body involved in open session without first consulting with trial counsel.

Sincerely yours,

/s/ JAMES VAN DYKE

James Van Dyke
Assistant Attorney General

JVD:mjw
6434T
cc: James E. Mountain, Jr.
John R. McCulloch, Jr.
Kendall M. Barnes
William F. Cloran
Don Forbes
Highway Division Right of Way
Robert Muir
Cynthia Carter
Risk Management

STATE OF OREGON **INTEROFFICE MEMO**

Office of Operations 378-6318

FILE: CON 5 - 9860
CONFIDENTIAL CLAIM FILE

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AUG 17 '89
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FOR
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TO: See Attached Mailing List

DATE: August 17, 1989

FROM: Steve Littrell S Littrell
Contract Claims Coordinator

SUBJECT: Personnel Files for Discovery
GILBERT PACIFIC CORP. v. STATE OF OREGON
Marion County Circuit Court No. 89C-10363
N. Albany Int.-Corvallis/Lebanon Int.
Contract No. 9860

We have been requested by Mr. James Van Dyke, Assistant Attorney General, of the Department of Justice, Trial Division to provide for his review and subsequent production of documents regarding the personnel files of those employees involved in the construction of the subject project. (See item 16 pages 5 and 6 of "Plaintiffs First Request For Production of Documents" - attached.)

Mr. Van Dyke's review of the headquarters personnel files (outlined in his memo of July 7, 1989) lists in items 1 through 11, the types of information found in that review. The decision by Highway Administration, through consultation with Justice, is to provide only items 2, 4, 7, 8 and 11. All other items will be retained as "privileged" information and may be subject to the court's discretion at time of trial.

The following list of eleven individual files has been requested by Mr. Michael Beyer, Attorney for the Plaintiff, in his May 18, 1989 memo. Please check this list for your name or for the employee(s) under your supervision.

Kenneth L. Stoneman
Kenneth E. Husby
Kenneth Karnosh
John K. Read
Steven Doak
Gordon Cooper
Dan Nelson
Kevin Boyle
Charles "Chuck" Curtis
Robert Ackerman
Charles Middleton

Mr. Van Dyke requested both the headquarters (personnel section) and field (job site) personnel files be produced to me at the Construction Section on or before August 23, 1989. For clarification, we are requesting you send the entire original file and not copies, since it is also important to know what materials we are not providing.

We intend to make this review and production a one to two day process. We will return your files as soon as practical. All correspondence on these matters should remain confidential. If you are unable to meet this date, for any reason, please notify me immediately. Thank you for your cooperation and assistance in this matter.

Attachments

cc: William Anhorn	w/attach.	Cynthia Carter	w/attach.
Duane Christensen	w/attach.	James Van Dyke	w/attach.

"CONFIDENTIAL"

Personnel Files for Discovery
GILBERT PACIFIC CORP. v. STATE OF OREGON
Marion County Circuit Court No. 89C-10363
N. Albany Int. - Corvallis/Lebanon Int. (NACL)
Contract No. 9860

MAILING LIST

REGION 2

Bob Pool - Region Engineer
Ken Stoneman - Region Construction Engineer
Mike Gardner - Project Manager
Chuck Curtis - Project Manager

OFFICE OF OPERATIONS

Ken Husby - Manager
Ken Karnosh - Contract Administration Engineer
John Sheldrake - Construction Operations Engineer

ROADWAY SECTION

Jack Sullivan - Roadway Engineer

PROGRAM SECTION

Cam Gilmour - Manager

PERSONNEL SECTION

Judy Gregory - Manager

REGION 3

Bob Aldrich - Region Construction Engineer
John Read - Project Manager

08112P

7. All documents relating to prior projects that involved grading, paving or other types of earthwork that discuss the surface or subsurface conditions on this Project.

8. All documents relating to correspondence or any other communication, from any time period, between ODOT employees, agents or representatives and any correspondence with any third party concerning Gilbert Pacific, its subcontractors or its job performance on this or any other project.

9. All acceleration, productivity or work studies possessed, utilized or referred to by the ODOT in relation to the Project or Gilbert Pacific claims.

10. All documents relating to or used by the Claim Review Board in its deliberations of Gilbert Pacific's claim on the Project.

11. All insurance policies that may cover any of the claims or damages at issue.

12. All documents relating to scheduling of the Project.

13. All documents relating to the assessment or analysis by ODOT or any third party of the claims or requests for time extensions made by Gilbert Pacific.

14. All documents relating to the development, establishment or change of the Project construction or design schedules.

15. All documents relating to the original and changes of the Project design.

16. All personnel files of all ODOT employees that worked

on the Project during any time period.

17. All source documents consulted or referred to while considering Gilbert Pacific's request for time extensions during the Project.

18. All documents relating to the funding sources for the Project.

19. All documents indicating the assumptions, information, or parameters upon which the initial construction schedule for the Project was based.

20. All documents relating to ODOT's accounting for costs on the Project.

DATED this 13th day of January, 1989.

STAFFORD FREY COOPER & STEWART

By:____________________
John Spencer Stewart, OSB #71164
Of Attorneys for Gilbert Pacific
Corporation

DAVE FROHNMAYER
ATTORNEY GENERAL

JAMES E. MOUNTAIN, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

July 7, 1989

Michael R. Beyer
Stafford, Frey, Cooper & Stewart
1700 Benjamin Franklin Plaza
One S.W. Columbia
Portland, OR 97258-2097

Re: Gilbert Pacific Corp. v. State of Oregon
Marion County Circuit Court No. 89C-10363

Dear Mike:

I have enclosed the stipulated protective order regarding plaintiff's documents. I do so with the understanding that documents or statements that are not immediately designated by plaintiff as confidential cannot be afforded the protection of the order until such a designation occurs. If you disagree with that interpretation please let me know.

Second, we discussed the personnel files that plaintiff is seeking. First, you should be aware that we are unable to determine who "Mader" and "Abernathy" are on the list of persons that you provided. Perhaps their names have been significantly misspelled or perhaps they work for others. In any event, we have no information regarding these persons.

In regard to the remainder, I discovered the following types of items in the personnel files:

1. "Personnel Action" forms that describe changes in positions and salaries.

2. Employment applications.

3. Forms in which the employee is asked whether his or her address should be considered confidential. All but one employee indicated that such information was confidential.

4. Position description forms.

5. Performance evaluations.

6. Medical histories.

7. Memos regarding transfers in position ("congratulations you have been promoted . . . ").

8. Copies of training certificates, such as enginering degrees.

9. Reports of disciplinary actions. The only one I found concerned a minor auto accident.

10. College transcripts.

11. Resumes.

NOTE: Not all items were in each file.

You indicated on the telephone that you were interested in categories 8, 10 and 11 and that you were not interested in categories 3, 5, 6, and 9. My notes do not reflect that we discussed the other categories or what the results were if we did.

I will talk to the Department of Transportation about the items that you have already identified and I would appreciate it if you would notify me if there are other categories of documents that you believe are included within your request for production.

Finally, I have been unable to find the letter that you sent regarding the possible Rule 21 motions. I appreciate your willingness to send me a copy of that letter. I also believe you were going to send us a copy of the complaint as presently filed in Marion County. We have not received notice that it has been filed there. If these items arrive soon I believe that we can file a responsive motion within the time frame you requested. Otherwise I may have to request some additional time.

Thank you for your courtesies in this matter.

Sincerely yours,

James Van Dyke
Assistant Attorney General

JVD/wjp
4355T
Enclosure

STAFFORD FREY COOPER & STEWART
ATTORNEYS

1700 BENJAMIN FRANKLIN PLAZA
ONE S. W. COLUMBIA
PORTLAND, OREGON 97258-2097
(503) 221-0699
FACSIMILE: (503) 223-5706

RONALD SCOTT BEMIS [6]
ROMNEY R. BRAIN
JOHN BUDLONG
JEFFREY A. CHRISTIANSON
JOHN G. COOPER
A. RICHARD DYKSTRA [4]
THOMAS D. FREY
STEPHEN P. LARSON
DIANE GEIGER LIBBY
WILLIAM L. NEAL [5]
JAN D. SOKOL [1]
SHANNON STAFFORD, P. S.
JOHN SPENCER STEWART [3]
PHILLIP L. THOM
DAVID R. TRACHTENBERG [3]

WASHINGTON BAR
[1] OREGON BAR
[2] ALASKA BAR
[3] OREGON-WASHINGTON BAR
[4] ALASKA-WASHINGTON BAR
[5] CALIFORNIA-WASHINGTON BAR
[6] IDAHO-OREGON BAR

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500 WATERMARK TOWER
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RESOLUTION PLAZA
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FRIDAY HARBOR OFFICE
180 FIRST STREET
POST OFFICE BOX 2238
FRIDAY HARBOR, WASHINGTON 98250
(206) 378-5455

PETER P. ADAMCO [1]
CHRISTOPHER T. BENIS
R. ANDREW BERGH [6]
MICHAEL BEYER [1]
ANNE M. BREMNER
HOWARD W. CARSMAN [6]
H. LEE COOK [3]
GREGORY A. EDMISTON [2]
HENRY K. HAMILTON
KENNETH HOBBS [4]
TRAEGER MACHETANZ [2]
RUTH M. MAHAN
MARCUS B. NASH
RUELL A. SEARSON, JR.
JAMES T. YAND [1]

OF COUNSEL
DAVID E. HARTMAN

May 18, 1989

Mr. William F. Cloran
Attorney in Charge
Contract Section
Department of Justice
450 Justice Building
Salem, Oregon 97310

Re: Gilbert Pacific Corporation v.
State of Oregon/Marion County
Circuit Court No. 89C-10363
Our File No. 3426-7105

Dear Mr. Cloran:

I am writing you in response to your letter dated April 24, 1989, a copy of which is attached for your convenience. I am somewhat surprised by the emotional character of your letter. I hope to maintain a professional relationship with you, so that this litigation will proceed in the most efficient and expeditious manner possible. With that purpose in mind, I will address the items in your April 24, 1989 letter.

In relation to item 1, I direct your attention to paragraphs 6, 7, 8, 9 and 10 of Gilbert Pacific's Complaint. Those paragraphs specifically set forth Gilbert Pacific's complaints regarding the work efforts and product of the State's employees, including all remedial work Gilbert Pacific had to undertake on the project. If the State is willing to stipulate that the plans and specifications for the project were unsuitable and inaccurate, and in fact hindered and delayed Gilbert Pacific's performance, and the State will pay for the associated costs, then Gilbert Pacific may not need to inquire into the competence of the State employees that participated in the project. If not, then please produce the personnel files for the following individuals:

Kenneth L. Stoneman – Region 2
Kenneth E. Husby – Construction
Kenneth Karnosh – Construction
John K. Read – Region 3/Roseburg
Steven Doke~~s~~ – Roadway Design
Gordon Cooper – Mike Gardner/Reg 2
Charles ("Chuck") Curtis~~s~~ – Region 2/Newport
Robert Ackerman – Construction
~~Mark Abernathy~~ (not state employee)
Dan Nelson – Program
Charles Middleton – Geo Strawn – Roadway
Kevin Boyle – Mike Gardner/Reg. 2
~~Anthony ("Tony") Mader~~ (NOT state employee)

As I stated previously, Gilbert Pacific is not interested in obtaining documents of a personal nature. However, Gilbert Pacific does reserve the right to add to the above list of names if our discovery efforts support the need.

In relation to your comments in item numbers 2 and 3 of your letter, please review paragraph 7(c) of the Complaint. It is Gilbert Pacific's position that it is entitled to all documents that bear on the State's breach of warranty by not compensating Gilbert Pacific for the extra work and increased costs it incurred on the project. Therefore, lack of funding or budget constraints are relevant to that issue. We are interested in examining all of the State's accounting records regarding the Albany project, including control budgets or correspondence of whatever kind. Hopefully, this will clarify any confusion you may have regarding the scope of our discovery request.

In relation to your response to my request for an index of all documents you have withheld, I note that you have not thus far requested documents from Gilbert Pacific. Since Gilbert Pacific does not know what you intend to request, it is impossible to agree to any conditions relating to those undisclosed requests and our potential responses. However, in principle, Gilbert Pacific is willing to provide a summary index of privileged documents if requested.

On May 15, 1989, UPS delivered a box of documents sent by Steve Littrell. In a cover letter dated May 12, 1989, Mr. Littrell states that the documents are copies of materials that we requested. We have now reviewed the materials that Mr. Littrell sent us and have concluded that not all of the requested documents have been delivered. Attached as Exhibit "A" is a list of documents we have not received. In addition, we have not received a copy of a cross-section roll-up of Phase II of the project, wherein specific sub-excavation areas were marked and color coded. I believe Ken Stoneman used the cross-section in making his presentation to the Claim Review Board. I have talked to Mr. Littrell on several occasions and he has agreed to locate and send it to me. However, I have not received it.

Finally, we have received several documents that we did not request. There are approximately 250 pages of 8 1/2" x 11" sheets and one roll-up cross-section of bridge decks (No. 30) that we did not request. I trust that you will make the appropriate deductions to our billing invoice.

I would appreciate your prompt attention to the matters that I have discussed in this letter.

Very truly yours,

STAFFORD FREY COOPER & STEWART

Michael R. Bey

Michael R. Beyer

MRB:mlb
Enclosure

jc

J

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR. ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-4(95)228

2. STATE PROJECT NO.:

2A. COUNTY NAME: Linn ~~Multnomah~~

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 30008

6. TO:
Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: March 1, 1989

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: 1

10. GENERAL LOCATION:
North Albany Interchange - Corvallis/Lebanon Interchange

11. GENERAL DESCRIPTION OF WORK:
Legal and engineering fees for defense of filed litigation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AXXXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve Mr. Husby's request of 2/24/89 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 12 is approved for a TEC of $40,000; Federal Funds $36,888.

RECEIVED
STATE HWY ENGR
MAR - 7 '89
ASSIGNED TO
C. Gilmour
FOR

14. DATE: 3/6/89

15. SIGNATURE OF APPROVING OFFICIAL:

16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9860

J

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: February 24, 1989

In Reply Refer to
File No.:
CON 5
9860

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

O.B. Jackmund
FROM: For Kenneth E. Husby
Construction/Maintenance Engineer

SUBJECT: State Force Order No. 12
North Albany Intch.-Corvallis/Lebanon Intch.
Gilbert Pacific Corp. vs State of Oregon
Multnomah County Circuit Court No. A8812-07068
Contract No. 9860
FAP No. IR-5-4(95)228

Attached is State Force Order No. 12, $40,000, for legal and engineering fees for defense of the subject filed litigation. The contractor is claiming an additional 3.5 million dollars in compensation related to the subject construction contract.

Your concurrence in federal participation in the amount of $36,888 (92.22 percent) is requested at this time.

A copy of the complaint was previously sent to you under separate cover.

KEH:SL:mk

Attach.

cc: ✓Bill Anhorn
Bob Pool

W

RECEIVED
STATE HWY ENGR
FEB 27 '89
ASSIGNED TO
FOR
INFO | INVES | ROUGH DRAFT | DIRECT REPLY | SIGN | ACT | FILE

734-2023 (6-88)

AN EQUAL OPPORTUNITY EMPLOYER

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) State Forces		("SFO") ORDER NO. 12
PROJECT NAME (SECTION) North Albany Interchange-Corvallis/Lebanon Interchange		CONTRACT NO. 9860
HIGHWAY Pacific Highway	COUNTY Linn	ACTIVITY OR OBJECT DETAIL CODE 286
Grading and Paving Contractor: Gilbert Pacific Corp.		F.A. PROJECT NO. IR-5-4(95)228

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Defend against litigation complaint No. A8812-07068 filed by the contractor in Multnomah County in January 1989.

ESTIMATE OF QUANTITIES AND COSTS:

Lump Sum $40,000

EXPLANATION:

Legal and engineering fees beyond normal expenses will be incurred by the Department of Justice and this Division to defend the State of Oregon in this complaint.

SUBMITTED BY S Littrell Steve Littrell TITLE Contract Claims Coordinator	DATE 2-21-89	APPROVAL RECOMMENDED OR APPROVED BY REGION	DATE
APPROVAL RECOMMENDED BY S Littrell TITLE	DATE	~~NOTED OR~~ APPROVED BY CONSTRUCTION OR TRAFFIC O. B. Jackson	DATE 2-22-89

CONTRACT PROJECTS — Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate. DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.	TITLE II PROJECTS NOT UNDER CONTRACT — Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate.

734-1105 (Rev. 8-85)

CON 5 - 9860

February 3, 1989

Steve Littrell
Contract Claims Coordinator

Fran Neavoll
Commission Services

Contract No. 9860
Gilbert Pacific Corp.
N. Albany Interchange
Corvallis/Lebanon
Interchange Section
Pacific Highway
Linn County

take note off contract card & contract in special drawer not sent to archives

case settled

As requested in your memo of January 30, 1989, we are attaching the following on the above-mentioned contract:

> A copy of the contract, including the signature pages, and the Certificates of Insurance covering their general and excess liability insurance.
>
> A copy of the Bid Proposal received at the bid letting of July 12, 1984.
>
> A copy of the Transportation Commission Minutes of August 21, 1984, pages 5740, 5749, 5750, 5751, 5752 and September 18, 1984, pages 5780, 5795, 5796, 5797, and 5798, pertaining to the award of this contract.

Any other correspondence would be in the General Files contract folder.

slp
Attachments

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5 - 9860

CONFIDENTIAL CLAIM FILE

TO: Fran Neavoll
Commission Services

DATE: January 30, 1989

FROM: Steve Littrell
Contract Claims Coordinator

Box 83

SUBJECT: **REQUEST FOR PRODUCTION-CASE NO. A8812-07068,**
Multnomah Co. Circuit Court
Gilbert Pacific Corp. vs. State of Oregon
N. Albany Intch.-Corvallis/Lebanon Intch.
Contract No. 9860
FAP No. IR-5-4(95)228

THIS MEMO IS TO BE TREATED AS CONFIDENTIAL, PREPARED AT THE REQUEST OF MR. WILLIAM F. CLORAN, ASSISTANT ATTORNEY GENERAL FOR THE STATE OF OREGON, REPRESENTING THE HIGHWAY DIVISION IN THIS MATTER. NO COPIES SHOULD BE MADE OR DISTRIBUTED WITHOUT CONFERRING WITH MR. CLORAN OR MYSELF. THIS MEMO SHOULD BE FILED IN A SEPARATE FILE IN THE CONTRACT RECORDS, MARKED AS C9860 LITIGATION FILE A8812-07068 "NOT FOR PUBLIC INFORMATION".

As promised, we have been requested to provide project files on the subject litigation for discovery purposes. Attached is a copy of a first request for production of documents. Please read the request carefully, paying particular attention to (1) Definitions and general instructions; and (2) The actual request itself Nos. 1-20 and specifically how those affect the files in your possession.

Please assemble all appropriate documents in your possession related to this contract, pack them in standard storage boxes or other appropriate sizes and prepare an index of the included information. Clearly mark each carton as to originator and deliver to my office in the Construction Section prior to Friday, February 10, 1989. If for any reason you cannot make this date, please notify me immediately.

Particular effort should be made to locate all forms of diaries and telephone logs. These are often overlooked; although they may not be job specific they may contain important information.

If you have no documents in your possession or under the control of your Section, simply note same on a copy of this letter and return to me.

Thank you for your assistance. Every effort will be made to return the documents to you in a timely fashion.

SL:sw

cc: William F. Cloran, DOJ
Dale E. Wilken, FHWA/attach. - F.Y.I.
01271S Chuck Hemenway - attach.-F.Y.I.

RECEIVED
JAN 30 1989
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

-31
13/18
-18 (27 Feb)
13 Feb.

RECEIVED
JAN 19 1989
ATTORNEY GENERAL
SALEM, OREGON

EC?

IN THE CIRCUIT COURT FOR THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

GILBERT PACIFIC CORPORATION,
Plaintiff,
v.
STATE OF OREGON, acting by and through its Transportation Commission, Department of Transportation, Highway Division,
Defendants.

Case No: A8812-07068

PLAINTIFF'S FIRST REQUEST FOR PRODUCTION OF DOCUMENTS

In accordance with Rule 43 of the Oregon Rules of Civil Procedure, Gilbert Pacific Corporation ("Gilbert Pacific") requests that defendants, the State of Oregon, acting by and through its Transportation Commission, Department of Transportation, Highway Division, ("ODOT"), produce and permit plaintiff to inspect and to copy each of the following documents within 45 days from the date of receipt of this request, at the office of plaintiff's counsel, Stafford Frey Cooper & Stewart, One S.W. Columbia, Suite 1700, Portland, Oregon 97258.

DEFINITIONS AND GENERAL INSTRUCTIONS

1. "Document" or "documents" means the original, or a copy when the original is not available, and each nonidentical copy, including those that are nonidentical by reason of notations or markings, of any books, pamphlets, periodicals, letters, reports, memoranda, handwritten notes, notations, messages, telegrams, cables, records, drafts, diaries,

videotapes, studies, analyses, summaries, magazines, booklets, circulars, bulletins, instructions, minutes, photographs, purchase orders, bills, checks, tabulations, questionnaires, surveys, drawings, sketches, working papers, charts, graphs, indexes, tapes, correspondence, records of purchase or sale, contracts, agreements, leases, invoices, expense records, trip reports, releases, appraisals, valuations, estimates, opinions, financial statements, accounting records, income statements, electronic or other transcriptions or taping of telephone or personal conversations or conferences, or any and all other written, printed, typed, punched, taped, filmed or graphic matter or tangible thing, of whatsoever description, however produced or reproduced (including computer stored or generated data, together with instructions and programs necessary to search or retrieve such date), and shall include all attachments and enclosures to any requested item, which shall not be separated from the items to which they are attached or enclosed.

2. "Relating to" or "related to" means concerning, referring to, alluding to, responding to, in connection with, commenting on, in response to, about, regarding, announcing, explaining, discussing, showing, describing, studying, reflecting, analyzing or constituting.

3. These requests are continuing in nature, and defendant is requested to promptly provide any additional documents of the indicated descriptions that are discovered or identified at

any time after the initial production of documents.

4. Each document of the kind requested herein shall be produced in a manner that preserves its sequential relationship with other documents being produced and shall include the file folder and folder tabs associated with its file location, and if not apparent on the folder or tabs, shall be accompanied by identification of the person or department from whose files it was taken and such additional source information as is necessary to enable the parties to determine the document's original (preproduction) location.

5. If defendant contends that any document is privileged in whole or in part, or otherwise objects to any part of any request, or believes that any identified document would be excludable from production to plaintiffs in discovery regardless of its relevance, it shall identify with particularity each document for which defendant claims a privilege, state the reason for each objection or grounds for exclusion, identify each person or entity having knowledge of the factual basis, if any, on which the privilege or other ground is asserted, and identify each document in any way related to either the privileged information or the factual basis for the claim of privilege.

6. "Plaintiff" means Gilbert Pacific Corporation and its employees, agents, representatives and assigns.

7. "ODOT" means the Oregon Department of Transportation, Highway Division, and its employees, agents and

representatives.

8. The "Project" refers to the grading and paving of the north Albany interchange, Corvallis/Lebanon from the north Albany interchange to Highway 34 interchange, and all work set forth in the contract.

9. The "Contract" means the construction agreement for the Project between Gilbert Pacific and ODOT.

REQUEST FOR PRODUCTION OF DOCUMENTS

1. All documents relating to the ODOT's solicitation of bids for the work it eventually contracted to Gilbert Pacific, including all correspondence with prospective contractors or bidders, notes of conversations or meetings in which the Project and bids or quotations received by ODOT were discussed.

2. All documents relating to the responsibilities, duties or qualifications or ODOT employees or agents assigned at any time to the Project.

3. Any and all documents relating to the plans, specifications, shop drawings and any other contract documents for the Project.

4. All documents relating to the payment demands or requests for change orders or time extensions on the Project.

5. Any documents relating to soils reports, geotechnical analysis or information pertaining to soils or subsurface condition relating to the Project.

6. All documents relating to "as built" plans or drawings on this Project.

7. All documents relating to prior projects that involved grading, paving or other types of earthwork that discuss the surface or subsurface conditions on this Project.

8. All documents relating to correspondence or any other communication, from any time period, between ODOT employees, agents or representatives and any correspondence with any third party concerning Gilbert Pacific, its subcontractors or its job performance on this or any other project.

9. All acceleration, productivity or work studies possessed, utilized or referred to by the ODOT in relation to the Project or Gilbert Pacific claims.

10. All documents relating to or used by the Claim Review Board in its deliberations of Gilbert Pacific's claim on the Project.

11. All insurance policies that may cover any of the claims or damages at issue.

12. All documents relating to scheduling of the Project.

13. All documents relating to the assessment or analysis by ODOT or any third party of the claims or requests for time extensions made by Gilbert Pacific.

14. All documents relating to the development, establishment or change of the Project construction or design schedules.

15. All documents relating to the original and changes of the Project design.

16. All personnel files of all ODOT employees that worked

on the Project during any time period.

17. All source documents consulted or referred to while considering Gilbert Pacific's request for time extensions during the Project.

18. All documents relating to the funding sources for the Project.

19. All documents indicating the assumptions, information, or parameters upon which the initial construction schedule for the Project was based.

20. All documents relating to ODOT's accounting for costs on the Project.

DATED this 13th day of January, 1989.

STAFFORD FREY COOPER & STEWART

By: ____________________
John Spencer Stewart, OSB #71164
Of Attorneys for Gilbert Pacific
Corporation

CERTIFICATE OF SERVICE

I hereby certify that on the 13th day of January, 1989, I served the within PLAINTIFF'S FIRST REQUEST FOR PRODUCTION OF DOCUMENTS on the following party by depositing in the United States Post Office at Portland, Oregon, a full, true and correct copy thereof, with postage prepaid thereon, addressed as follows:

✓The State of Oregon, acting by and
through its transportation commission,
DEPARTMENT OF TRANSPORTATION,
HIGHWAY DIVISION,
Transportation Building
P.O. Box 14030
Salem, Oregon 97310

Howard W. Carsman
Howard W. Carsman, OSB #87029
For: John Spencer Stewart
Of Attorneys for Plaintiff

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5 - 9860

CONFIDENTIAL CLAIM FILE

TO: Fran Neavoll
Commission Services

DATE: January 26, 1989

FROM: Steve Littrell
Contract Claims Coordinator

NOTED ON CARD
1/27/89

SUBJECT: **NOTICE OF LITIGATION - COMPLAINT NO. A8812-07068**
Gilbert Pacific Corp. vs. State of Oregon
N. Albany Intch.-Corvallis/Lebanon Intch.
Contract No. 9860
FAP No. IR-5-4(95)228

THIS MEMO IS TO BE TREATED AS CONFIDENTIAL, PREPARED AT THE REQUEST OF MR. WILLIAM F. CLORAN, ASSISTANT ATTORNEY GENERAL FOR THE STATE OF OREGON, REPRESENTING THE HIGHWAY DIVISION IN THIS MATTER. NO COPIES SHOULD BE MADE OR DISTRIBUTED WITHOUT CONFERRING WITH MR. CLORAN OR MYSELF. THIS MEMO SHOULD BE FILED IN A SEPARATE FILE IN THE CONTRACT RECORDS, MARKED AS C9860 LITIGATION FILE A8812-07068 "NOT FOR PUBLIC INFORMATION".

The contractor on the above-named project, Gilbert Pacific Corp., has filed litigation related to a construction claim. Attached is a copy of the complaint. Please assure the following: (1) all records related to the subject project should be preserved, and (2) in all cases of request for access to the files or documents on this project, Mr. Cloran or myself should be notified before access is allowed.

Every effort will be made to keep you informed of the status of this litigation. A request for production of documents usually follows soon after the complaint is filed. A separate memo with instructions will accompany that request. Thank you for your assistance.

SL:mk

Attach.

cc: William F. Cloran, DOJ
Dale E. Wilken, FHWA/attach. - F.Y.I.

01251m

RECEIVED
JAN 26 1989
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
STATE HWY ENGR
JAN 10 '89
ASSIGNED TO Cindi Carter
FOR

In the CIRCUIT Court of the State of Oregon

For the County of MULTNOMAH

GILBERT PACIFIC CORPORATION,

Plaintiff

vs.

THE STATE OF OREGON acting by and through its transportation commission, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION,

Defendant

1-10 89
Received this date at 3:00 p.m.
Sherri Lewis

No. A8812-07068

SUMMONS

info cys: Anhorn
Christensen
Pool

1-11
cy Hurby - FYI

To THE STATE OF OREGON acting by and through its transportation commission, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION
Transportation Building, P.O. Box 14030, Salem, OR 97310
Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

—You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

SIGNATURE OF ATTORNEY/AUTHOR FOR PLAINTIFF

JOHN SPENCER STEWART 71164
ATTORNEY'S/AUTHOR'S NAME (TYPED OR PRINTED) BAR NO. (IF ANY)

One S.W. Columbia, Suite 1700
ADDRESS

Portland, Oregon 97258 (503)221-0699
CITY STATE ZIP PHONE

TRIAL ATTORNEY IF OTHER THAN ABOVE (TYPED OR PRINTED) BAR NO.

STATE OF OREGON;
County of Multnomah } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

for JOHN SPENCER STEWART ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

STAFFORD FREY COOPER & STEWART
1700 Benj. Franklin Plaza
One S.W. Columbia
Portland, OR 97258-2097
(503)221-0699

ATTORNEY(S) FOR PLAINTIFF(S)
JOHN SPENCER STEWART

FORM No. 190—SUMMONS ©1985
Stevens-Ness Law Pub. Co.
Portland, OR 97204 OS

Certified a true and correct
copy of the original.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

GILBERT PACIFIC CORPORATION,

Plaintiff,

v.

THE STATE OF OREGON acting by and through its transportation commission, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION,

Defendants.

Case No: A8812-07068

COMPLAINT (BREACH OF CONTRACT, BREACH OF WARRANTY; CARDINAL CHANGE; QUANTUM MERUIT)

Plaintiff, Gilbert Pacific Corporation ("GPC"), for its Complaint against defendant, State of Oregon, acting by and through the Oregon Department of Transportation, Highway Division ("ODOT") alleges as follows:

FIRST CLAIM FOR RELIEF

(Breach of Contract)

1. At all times material, plaintiff was and is a Delaware corporation in good standing and has been qualified to do business in the state of Oregon and, to the extent required, licensed as a general contractor.

2. ODOT is a legally created department of the State of Oregon and may sue and be sued pursuant to and consistent with ORS Chapter 30.

3. Pursuant to ODOT's advertisement for competitive bids and to plaintiff GPC's submission of the lowest responsible responsive bid, the parties entered into a written Construction Contract on or about July 20, 1984, ("Contract") for work

described as Contract No: 9860, Project No: IR-5-4 (95) 228, known as the North Albany Interchange - Corvallis/Lebanon Interchange in Linn County, Oregon ("Project").

4. In essence, the Contract required GPC to grade, excavate and pave in connection with the project and perform such other incidental work as called for by the Contract plans and specifications and including any relevant Standard Specifications for Highway Construction (1984) and as amended by drawings and specifications prepared by defendant ODOT for the Project. At all times material, plaintiff GPC performed all conditions precedent, conditions and obligations on its part under the contract to be performed.

5. Prior to submission of its bid, plaintiff GPC conducted a reasonable sight investigation, reasonably reviewed the plans, specifications, drawings and other materials provided to the bidders, all done as reasonably possible, within the relatively short bid period as the documents were made available by ODOT to the bidders. Plaintiff GPC's pre-bid evaluation and investigations were conducted in accordance with the Contract documents using the good practices customary within the construction industry. Plaintiff GPC justifiably and reasonably relied upon the contract documents and the information contained therein and reasonably relied upon and assumed that ODOT had provided all relevant information in its possession and necessary for preparation of a proper, reasonable and adequate bid.

///

6. Prior to award of the Contract to plaintiff GPC, ODOT had been involved in the investigation, development, planning and design of the Contract documents and the Project in general for several years. During its planning, design and investigation of the Project and the Contract as ultimately awarded, ODOT knew or reasonably should have known that certain information provided to bidders, and certain of its design assumptions were inaccurate and inadequate given the conditions which generally existed at the project site.

7. In authoring and preparing the plans and specifications, submitting the plans and specifications and other contract documents for competitive bid, and in entering into the Contract with plaintiff GPC, ODOT represented and warranted that:

a) Its plans, specifications and other Contract documents were suitable, accurate, adequate and complete and, if followed, plaintiff GPC would be able to accomplish an acceptable result within the time specified in the Contract;

b) ODOT would not hinder, delay or unreasonably interfere with plaintiff GPC's work;

c) ODOT, in the Contract documents and in its project administration, would promptly acknowledge and compensate plaintiff GPC for additional or extra work and grant in a prompt and prudent fashion, extensions of time as requested by plaintiff GPC;

///

d) ODOT's design, which called for the use of native soils and material and other excavation methods, predicated upon its sole design, would be adequate and that the Project could and would be constructed as a balance fill and cut project without the necessity of any significant importation of material being required in completion thereof, and without any subexcavation or other specialized methods in connection with excavation work;

e) ODOT had properly designed the project and that remedial or other repair work would not be necessary.

8. Plaintiff GPC relied expressly upon both the expressed and implied warranties and representations set forth above and predicated its bid and ultimately executed the construction Contract in reliance thereon.

9. Notwithstanding the foregoing, said representations and warranties proved to be unsuitable, inaccurate, incomplete and incorrect in that immediately upon commencement of Contract work, plaintiff GPC discovered subsurface and related conditions which were unanticipated, unforeseen and undisclosed by the Contract documents. These conditions were recognized and identified as soft subgrade, composed of saturated silts and clays. These conditions materially effected the rate and costs for performing the contract work.

10. As a direct and proximate result of ODOT's misrepresentations and breaches as outlined above, plaintiff GPC was required to perform work clearly not covered in its Contract

and of a different nature and character than that anticipated and provided for in the Contract, and was otherwise materially hindered, interfered with, delayed and disrupted in its completion of the work, thereby causing it to incur substantial additional costs in connection with the performance thereof.

11. By reason of the foregoing, plaintiff GPC completed the work at a significant additional cost, for which it is entitled to recover amounts in excess of $2,500,000.00, to be more directly set forth and proven at the time of trial.

12. Plaintiff GPC, pursuant to the contract, promptly and in a timely fashion notified ODOT of the existence of the claimable conditions and of its intention to make claims for additional compensation. ODOT has denied GPC's claims in their entirety.

13. By reason of said misrepresentations and breaches, as alleged above, plaintiff GPC is entitled to an equitable adjustment of the contract price and/or damages in an amount not less that $2,500,000.00, together with interest thereon as provided by ORS 279.575.

14. In addition thereto, the misrepresentations and breaches as alleged are claimed by plaintiff GPC's subcontractor, Walt's Concrete as having effected its work and having resulted in its having incurred substantial additional costs in an amount not less than $500,000.00, which claims are herewith passed through by plaintiff GPC as general contractor unto defendant for resolution and satisfaction.

SECOND CLAIM FOR RELIEF

(Breach of Warranty)

15. The allegations of plaintiff GPC's First Claim for Relief paragraphs 1 through 10 above are hereby incorporated by reference.

16. Plaintiff GPC reasonably relied upon the representations, warranties and related materials set forth in the contract documents in the submission of its bid and in entering into its contract with ODOT.

17. Plaintiff GPC was, in fact, mislead by ODOT's unsuitable, inaccurate and incomplete Contract documents, which constituted misrepresentations which induced plaintiff GPC to act to its detriment.

18. As a direct and proximate result of ODOT's misrepresentations and breaches of warranty as set forth above, together with ODOT's failures as outlined above, plaintiff GPC incurred increased and unanticipated costs and damages arising from the disruption and delay in completion of its work in an amount not less than $2,500,000.00, for which plaintiff GPC is entitled to recover, together with interest as provided pursuant to ORS 279.575.

THIRD CLAIM FOR RELIEF

(Cardinal Change)

19. The allegations of plaintiff GPC's First and Second Claims for Relief, paragraphs 1 through 18 above, are hereby incorporated by reference.

20. The unforeseen conditions encountered by GPC, and the efforts of GPC which were necessary to complete the changed work and the contract in general were materially different than contemplated by the parties and provided in the contract. The value of the work performed by plaintiff GPC included costs necessarily and reasonably incurred therefore and a reasonable profit, less sums already paid by ODOT to plaintiff GPC in an amount not less than $2,500,000.00, for which plaintiff GPC is entitled to recover, together with interest as provided in ORS 279.575.

FOURTH CLAIM FOR RELIEF

(Quantum meruit)

21. The allegations of plaintiff GPC's First Claim for Relief, paragraphs 1, 2 and 10 above, are hereby incorporated by reference.

22. At the instance and request of ODOT, GPC provided labor, material and services to ODOT, having a reasonable value, after deduction for all credits and offsets, of $2,500,000.00.

23. Despite demand, ODOT has failed and refused to pay GPC for the reasonable value of its labor, material and services, together with interest as provided in ORS 279.575.

WHEREFORE plaintiff GPC demands judgment against ODOT as follows:

1. On its First Claim for Relief, in an amount not less than $2,500,000.00, together with interest thereon consistent with ORS 279.575;

2. On its Second Claim for Relief in an amount not less than $2,500,000.00, together with interest thereon consistent with ORS 279.575;

3. On its Third Claim for Relief, in an amount not less than $2,500,000.00, together with interest thereon consistent with ORS 279.575;

4. On its Fourth Claim for Relief, in an amount of not less than $2,500,000.00, together with interest thereon consistent with ORS 279.575;

5. For its costs and disbursements incurred herein for such other and further relief as the Court deems just and proper in the premises.

Dated this 27th day of ~~November~~ December, 1988.

STAFFORD FREY COOPER & STEWART

By: ______________________
for John Spencer Stewart OSB #71164
Trial Attorney for Plaintiff

1984 N. Albany Inchg.-Corvallis- 9860
Lebanon Intchg. Sec. of Pacific Hwy.
in Albany. (Grading & paving) #1

July 15, 1988

John Spencer Stewart
Stafford, Frey, and Mertel
1700 Benjamin Franklin Plaza
One S.W. Columbia
Portland, OR 97258-2097

CON

North Albany Intch.-Corvallis/Lebanon Intch.
Contract No. 9860

Since our last conversation, I have again had my staff review the subexcavation claim filed by your client, Gilbert Pacific Corporation, on the subject project. More specifically, costs of performing subexcavation work beyond the Price Agreement estimated quantities have been reviewed.

On May 23, 1988, I wrote to you stating our belief that the excess quantities of subexcavation beyond the Price Agreement estimated quantities was less costly than the initial estimated quantity because of a reduced haul distance. We again reviewed our records to piece together the methods used and estimate a cost comparison of subexcavation during Price Agreement estimated quantities vs. subexcavation after Price Agreement estimated quantities.

The General Excavation bid item work and the subexcavation work done under Price Agreement were performed with the same piece of excavation equipment, a Linkbelt 7400 excavator. Frequently, both items of work were performed during the same work shift. Since we did not anticipate a claim on either of these work items, we do not have precise records of the quantity split for each shift. We do, however, know what equipment was needed for each work item and have made a cost comparison based upon the hourly operated equipment cost for before and after attaining the estimated quantity of subexcavation.

Basically, the subexcavation performed within Price Agreement estimated quantities was done with the Linkbelt excavator and haul truck/trailers. The material was excavated and loaded into the truck/trailers, then hauled approximately 11 miles to a disposal site. Approximately 5 days prior to reaching the Price Agreement estimated quantities, Gilbert Pacific requested a change in disposal methods. Instead of loading into trucks and hauling the 11 miles, we allowed them to sidecast the subexcavated material, as long as the material was smoothed over and seeded. This method eliminated the need for the truck/trailers, but did require some dozer and blade time. The Linkbelt excavator continued to be the primary excavating machine used.

From our records for equipment used on both operations, we find the cost per hour for subexcavation was approximately $150 per hour less after the Price Agreement quantities were reached and the sidecast disposal method utilized. The method of excavation did not change. The Linkbelt excavator simply sidecast the material rather than loading into truck/trailers. The hourly productivity should have improved slightly.

This reinforces our belief that acceptance of your claim settlement proposal is not justified.

Donald R. Adams
Deputy State Highway Engineer

bc: Don Forbes
Ken Husby
Bill Anhorn
Ken Stoneman
Cindy Carter
Dave Carter, FHWA

OBJ:cm

J

May 23, 1988

John Spencer Stewart
Stafford, Frey and Mertel
1700 Benjamin Franklin Plaza
One S. W. Columbia
Portland, OR 97258-2097

CON

North Albany Interchange-Corvallis/Lebanon Interchange
Contract No. 9860

I have had my staff review your April 5 letter concerning a claim filed by your client, Gilbert Pacific Corporation, on the above contract.

To settle the matter contained in your claim, you proposed that the Highway Division pay your client an additional $10.00 per cubic yard for the subexcavation quantities that exceeded those estimated on Price Agreements 20 and 22. In reviewing our contract documents, it is our belief that the excess quantities of subexcavation work performed under these Price Agreements was actually less costly per cubic yard than the initial quantity estimate because the haul distance was substantially reduced.

Based upon the data available to us, it does not appear that we can accept your proposal.

Donald R. Adams
Deputy State Highway Engineer

bc: Don Forbes
C. O. Fredrickson
Bill Anhorn
Cindy Carter

OBJ:cm

STATE OF OREGON

Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5
9860

TO: Don Adams
Deputy State Highway Engineer

DATE: May 11, 1988

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Contract Claim, Gilbert Pacific Corp.
N. Albany Intch.-Corvallis/Lebanon Intch.
Contract No. 9860

On May 6, 1988, I met with Ken Husby, Bill Cloran, and Ken Stoneman to review and discuss the above claim and the letter to you of April 5, 1988, from the contractor's attorney. We did not have the attachments referred to in the fourth paragraph of the contractor's letter.

The contractor's attorney proposes a settlement of between $363,672.50 and $487,034.79. This proposal is apparently derived by adding $10.00 per cubic yard to the price paid for the overrun quantity of subexcavation material. The subexcavation material was paid for under Price Agreements 20 and 22. The final quantities of subexcavation material did exceed the quantities estimated on the Price Agreements. However, the overrun quantity was substantially less expensive work than the originally estimated quantities. The overrun quantities were allowed to be sidecast, smoothed and seeded. The originally estimated quantities were excess and had to be hauled a distance of approximately 11 miles to a disposal site.

In conclusion, we cannot justify additional payment for subexcavation work, based upon data available to us at this time.

A draft response to the contractor's attorney is attached for your consideration.

OBJ:mk

Attach.

05103m

h/2 do draft

RECEIVED
STATE HWY ENGR
MAY 11 '88
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

81-125-1387

LAW OFFICES
STAFFORD, FREY & MERTEL
1700 BENJAMIN FRANKLIN PLAZA
ONE S.W. COLUMBIA
PORTLAND, OREGON 97258-2097
(503) 221-0699
TELECOPIER: 223-5706

SEATTLE OFFICE
WATERMARK TOWER, SUITE 500
88 SPRING STREET
SEATTLE, WASHINGTON 98104
(206) 623-9900
TELEX: 4979210
TELECOPIER: 624-6885

ANCHORAGE OFFICE
1029 WEST THIRD AVENUE, SUITE 500
ANCHORAGE, ALASKA 99501
(907) 274-1151
TELECOPIER: 274-1417

RONALD SCOTT BEMIS
MICHAEL R. BEYER **
ROMNEY R. BRAIN
JOHN BUDLONG
HOWARD W. CARSMAN ††
JEFFREY A. CHRISTIANSON
H. LEE COOK †
JOHN G. COOPER
A. RICHARD DYKSTRA ***
THOMAS D. FREY
KENNETH HOBBS ***
DIANE J. KERO

TEENA M. KILLIAN
STEPHEN P. LARSON
DIANE GEIGER LIBBY
TRAEGER MacHETANZ *
RUTH MAHAN
CHARLES W. MERTEL
MARCUS B. NASH
WILLIAM L. NEAL
WILLIAM G. ROYCE *
RUELL A. SEARSON
JAN D. SOKOL **
SHANNON STAFFORD, P.S.
JOHN SPENCER STEWART †
PHILLIP L. THOM
DAVID R. TRACHTENBERG †

OF COUNSEL
DAVID E. HARTMAN
DOUGLAS K. HAUGHTON
JON R. HUNT

WASHINGTON BAR
* ALASKA BAR
** OREGON BAR
*** ALASKA-WASHINGTON BAR
† OREGON-WASHINGTON BAR
†† IDAHO-OREGON BAR

CE E CAE J
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CONSTRUCTION SECTION
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April 5, 1988

RECEIVED
STATE HWY ENGR
APR 6 '88
REFER TO Frederickson
FOR
Info ☐ Inves ☐ R/D ☒ D/R ☐ Sign ☐ Act ☐ File ☐

5/2

Rough draft for Adams ASAP.

Mr. Donald R. Adams, P.E.
Assistant Highway Engineer
State of Oregon, Highway Div.
Department of Transportation
102 Transportation Building
Salem, OR 97310

Re: Gilbert Pacific Corp./OHSD - Albany
North Albany Interchange - Corvallis Lebanon
Interchange, Contract No. 9860
FAP No. IR-5-4(95)228
Our File No. 3426-7105

Dear Don:

Thank you for meeting with Ray Roth and me on Friday, March 25, 1988 with respect to the above-referenced procurement.

As I indicated to you during our meeting, Gilbert Pacific Corporation was disappointed in the substance of the Department's January 6 letter in which the Claim Review Board denied Gilbert's claim in its entirety. Following receipt of that denial, we met with the officers of the company, in an effort to determine how best to proceed in a fashion which will result in resolution rather than litigation, if possible.

Before addressing the specific suggested proposal made, I do enclose for your continued review the two-page portion of our original narrative submitted to you previously which reflects the Notice of Claim material which we believe amply gives a justification for your further consideration of these matters, as well as their resolution. I will not re-argue the matter of notice, knowing that you either have or will read the subject correspondence and satisfy yourself as to the adequacy thereof.

At the meeting we advised you that Gilbert had yet to be paid for the shoulder subexcavation. We learned on March 30, 1988 that the State had issued a voucher on March 15, 1988 for all but approximately 5000 cubic yards of the subexcavation materials and backfill materials. These quantity differences will be reviewed by the parties in the near future.

Looking at the claims of Gilbert Pacific Corporation, Gilbert Pacific Corporation is prepared to accept, in resolution of these matters, an increase to the unit price for general excavation to $16.00 per cubic yard for the quantities in excess of the total price agreement quantities (30,000 cubic yards general excavation), required to be performed by Gilbert Pacific Corporation under Price Agreement No. 20 and No. 22. That extension at an additional $10.00 per cubic yard consideration would amount to a final contract payment to Gilbert Pacific Corporation of between $363,672.50 and $487,034.79 depending on resolution of final quantities noted above.

As you commented and as you can see from this presentation, the suggested resolution represents a significant degree of concession and conciliation on the part of Gilbert Pacific Corporation in this matter. It represents what we believe to be both a realistic and pragmatic approach to the resolution of claims of this kind. Naturally, the offer of compromise will not be admissible at trial should the State be inclined to litigate, rather than resolve, these matters.

We would appreciate your advice at the earliest available date of your acceptance of this proposal so that we can proceed to discuss the matter further with our Subcontractor, Walt's Concrete and otherwise make arrangements to complete the close-out of this project.

Thank you both again for meeting with Mr. Roth and me and for the spirit of accord and cooperation evidenced at that meeting.

Very truly yours,

STAFFORD, FREY & MERTEL

John Spencer Stewart
John Spencer Stewart (JK)

DICTATED BUT NOT READ

cc: Jack L. Sollis,
Deputy Attorney General

JAMES W. WALTON, P.C.
ATTORNEY AT LAW
203 N.W. FIFTH STREET
POST OFFICE BOX W
CORVALLIS, OREGON 97339

JAMES W. WALTON

TELEPHONE
(503) 757-2803

April 6, 1988

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

The Aetna Casualty & Surety Co.
Bond Department
200 Market Building, Suite 1500
200 S. W. Market Street
Portland, OR 97201

RE: J. B. Rock vs. Gilbert Pacific

Gentlemen:

I represent Benjamin Franklin Leasing, McNesby and Aubry and J. B. Rock concerning the work done by J. B. Rock Products on contract no. 9860. The work was completed over a year ago and final payment has not yet been made. J. B. Rock made its last delivery of materials in July, 1986. There is presently due and owing $87,595.64 with accrued interest at 2% per month. Please be advised that a claim was filed in this matter and we have been unable to obtain any satisfactory response from the prime contractor, Gilbert Pacific.

If this matter is not resolved in twenty (20) days, we will proceed against the bond and Gilbert Pacific. Benjamin Franklin and McNesby and Aubry are assignees of J. B. Rock with regard to this claim.

Very truly yours,

J. W. Walton

jc

cc: Gilbert Pacific Corporation
The Aetna Casualty & Surety Co., Hartford, CN
The Aetna Casualty & Surtety Co., Seattle, WA
Bert Aubry
Jim Beck
Robert W. Gormsen, Department of Transportation

info only - no reply nec.

January 6, 1988

Mr. Dave Barta CON
Business Manager
Gilbert Pacific Corp.
17846 S.E. Evergreen Hwy.
P.O. Box 1016
Camas, WA 98607

Claim for Additional Work
N. Albany Intchge.-Corvallis/
Lebanon Intchge. Sec.
Pacific Highway, Linn County
Contract No. 9860
Project No. IR-5-4(95) 228

This is in response to your Serial Letter 5002-J167, dated January 30, 1986, to Kenneth L. Stoneman. Your claim was received on January 9, 1987, and presented to the Contract Claims Review Board on November 13, 1987. Your letter requested additional compensation for changed subsurface conditions, acceleration, added and changed specifications, administration and services supplied by the State, and impacts of construction changes.

The information you presented was analyzed by the Claims Review Board, and your claim is being denied for the following reasons:

1. You were notified in late 1984 that you were not following the proper procedure for filing a claim.

2. You willingly signed price agreements that established prices for the work after much of the work had been completed.

3. Mr. Neal stated at the Claims Review Board meeting that during the construction activity he had not intended to file a claim.

4. Because no claim notice was filed, the State did not have an opportunity to keep track of the work and had no way to evaluate the validity of the claim.

Larry Rulien
State Highway Engineer

bc: W. E. Schwartz Robert Royer Jack Sollis
Don Adams Wayne Cobine Ken Husby
C. O. Fredrickson Ted Litchfield Ken Stoneman
Cam Gilmour

TL:mg:tjs 1km

STATE OF OREGON
ROAD DESIGN-HIGHWAY DIVISION

INTEROFFICE MEMO

TO: Larry Rulien
State Highway Engineer

DATE: December 24, 1987

FROM: for D R Adams
R. E. Royer
Chairman, Contract Claims Review Board

SUBJECT: Gilbert Pacific Corporation Claim
for Additional Work
N. Albany Interchange-Corvallis/Lebanon Intchge. Sec.
Pacific Highway
Linn County
Contract # 9860
Project # IR-5-4(95)228

The Contract Claims Review Board met at 9:00 a.m. on November 13, 1987 in Room 205 of the Transportation Building, in which the above captioned claim was discussed. The following people were present at that meeting:

Claims Review Board:

R. E. Royer, Planning Engineer, Chairman
D. R. Adams, Assistant State Highway Engineer
W. F. Cobine, Final Design Engineer
T. W. Litchfield, Specifications Engineer, Secretary

Representing Gilbert Pacific Corporation:

Dick Cole, District Manager
Dave Barta, Business Manager
Raymond Roth, Attorney/Engineer
John Spencer Stewart, Attorney
Lloyd Neal, Project Superintendent

Representing Walt's Concrete:

Roger Langeliers, Secretary
Phil Martinson, Engineer

Representing the OSHD:

O. B. Jackmond, Contract Administration Engineer
K. E. Husby, Region Construction Engineer
K. L. Stoneman, Project Manager

Representing the Department of Justice:

J. L. Sollis, Assistant Attorney General

At this meeting, Wayne Cobine took the place of Bob Pool on the Claims Review Board.

After some preliminary discussion with regards to the issue of notice, the meeting began with a slide presentation by Lloyd Neal, which showed the problems encountered by the contractor during the construction of this project.

This project was awarded on July 20, 1984, and the Notice to Proceed was dated August 3, 1984. The designated completion time was 850 calendar days, which expired on November 30, 1986. In spite of that completion date, Gilbert Pacific indicated they bid the job with the intent to complete the project by November 1, 1985, and the job was pursued to that actual completion date - 13 months earlier than the specified completion date. Mr. Neal's presentation pointed out that when the old PCC pavement was broken and removed, soft subgrade was encountered and immediately became a problem throughout the removal of the old pavement, base, and the placement of the new base. Plans called for a six-inch asphalt-treated or cement-treated base to be placed on the subgrade with 11-inch continuously reinforced Portland Cement Concrete as the wearing course.

Gilbert Pacific began work on the south part of Stage I (Stage IA) between stations 1340 and 1401 on August 13, 1984 and completed Stage IA by November 1, 1984. The contract required that there be no lane closures between November 1 and February 1 of any year, so no further paving work could be done during the calendar year 1984. Stage IA, as indicated by Gilbert Pacific, was used as a means to become acquainted with the conditions they might face on the remainder of the project, and also with their own work process. Thus they could be better equipped to deal with those problems in 1985, since they intended to complete the balance of the work during that year.

During the work on Stage IA, the soft subgrade problems appeared and became a matter of major concern for both the contractor and the state. The two parties worked cooperatively to devise a suitable solution to the soft subgrade problem. Finally it was decided that the designed six-inch, cement-treated base should be changed to a six-inch, lean concrete base. This is what was constructed on the balance of the project in 1985.

The soft subgrade conditions existed throughout the project and forced the contractor to take extra measures with additional equipment, manpower, and multiple-shifts to complete the project by the contractor's self-imposed November 1, 1985 deadline. As the soft spots in the subgrades appeared, they were excavated and backfilled as directed by the engineer, and this additional work was paid for under two price agreements: one for Stage II and another for Stages IB, III, & IV. The price agreed upon for the excavation below subgrade was the General Excavation price for the project, $6.00 per cubic yard.

During the course of the project, Gilbert Pacific submitted all requests for contract time extensions, totalling 43 days. The extensions requested were from the specified interim completion date of October 31, 1985. Any work done after October 31, and before February 1, that restricted traffic to two lanes was subject to a $5,000 per day liquidated damage.

All requests for an extension of this interim date were denied, since the State did not want traffic impeded during that time period. The contractor accelerated his work schedule with additional manpower, equipment, and longer hours to accomplish the work before the November 1, 1985 interim completion date.

The contractor insists that the soft subgrade was not anticipated when thejob was designed and bid, and they should be compensated for the additional cost of this work, plus the delay this imposed on their other sequence of activities. Subsection 109.05 of the Standard Specifications requires a contractor to submit written notice "...to the Engineer at the time of occurrence or at the beginning of the work upon which the claim and subsequent action is based." It also states "Submission of notice of claim as specified shall be mandatory, and failure to comply shall be a conclusive waiver to such claim for damages by the Contractor."

The State's position in this matter is that the contractor did not submit proper notice of the claim, in spite of a letter, dated November 30, 1984 from then Project Manager, Ken Karnosh, to then Project Superintendent, Gene Gravel. The Karnosh letter pointed out the potential claim situations had arisen by that time in 1984 and advised the contractor precisely how to proceed if he wished to make any claims for additional expense. There was no response to Mr. Karnosh's letter.

There was no price agreement at that time (Nov./Dec. '84) to cover whatever subexcavation and backfill work had been done to that date. There was no written notice of intent to make a claim until June 4, 1985, when Gilbert Pacific requested an adjustment of the agreed upon unit price ($6.00 per cu. yd.) for the subexcavation. Gilbert Pacific insists that the price agreed upon for the subexcavation was merely an extension of the general excavation price and did not truly reflect the actual cost of doing the work or the impact this additional work had on the rest of the contractor's sequence of operations. The last paragraph of Subsection 203.34 of the Standard Specifications States:

> "Payment for excavation of unstable material below subgrade will be made at the unit prices bid for earthwork of the kinds involved, unless it is determined by the Engineer that such excavation is more difficult to remove than is the material above subgrade in the whole of the cut, then payment for excavation of unstable material below subgrade will be on the Extra Work basis set forth in subsection 109.07."

No mention of this was made by either the State or Gilbert Pacific.

The contractor presented a claim in the amount of $1,800,037 in a letter dated January 9, 1987. These costs were the result of the additional manpower, equipment, and standby time required to meet the contractor's self-imposed, November 1, 1985 completion date because of the soft subgrade material, as well as the additional costs for the extra subexcavation and backfill. The contractor requested a total of 43 additional days past October 31, 1985. If the contractor had not accelerated his operation, he would, theoretically, have finished his project 43 days into the $5,000 per day liquidated damage period, and he would have been assessed liquidated damages in the amount of $215,000.

Although the Contractor encountered conditions beneath the pavement that were unknown at the time of bidding and were not mentioned in the plans or specifications, he provided no notice of intent to make a claim. This occurred in spite of statements in a number of previous letters from the State to the Contractor advising the Contractor that he was not providing notice as required by the specifications. Lloyd Neal stated several times at the meeting that the Contractor did not intend to submit a claim, but preferred to work matters out amicably with the Project Manager.

The Contractor also signed price agreements after much of the subexcavation and backfill work had been completed in which he agreed to the $6 per cubic yard excavation price, along with unit prices for aggregate backfill material and filter fabric membrane. The $6 per cubic yd. subexcavation price was included in Price Agreement No. 20, which was signed by the Contractor on April 15, 1985, and Price Agreement No. 22, which was signed by the Contractor on

May 11, 1985. In both cases, the Contractor had completed most of the work covered by these price agreements, so he should have know if his $6 per cubic yd. was satisfactory.

Lloyd Neal's letter to Ken Stoneman, dated January 30, 1986 - three months after the Contractor had completed the project - advises of his intent to file a claim concerning "subsurface conditions, acceleration, added and changed specifications, administration and services supplied by the State, and impacts of constructive changes." The claim was received in Ken Stoneman's office on January 9, 1987, eleven months after Mr. Neal's notice.

After a study of all the facts, the plans, the specifications, and the sequence of events, the board concludes as follows: The Contractor was put on notice in late 1984 that he was not following the proper procedure for filing a claim, given instructions on this proper procedure, willfully signed price agreements that established prices for the work after much of the work had been completed, and stated at the Claim Review Board Meeting that he did not intend to file a claim. The claim, as presented, appears to have been created after the fact, did not provide the State any opportunity to keep track of the work, and so we have no way to evaluate the validity of the claim.

Therefore, we recommend this claim be denied in its entirety.

A draft response to Gilbert Pacific is attached for your consideration.

RR:TL:mg tjs

9860

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEE Y REPORT FOR CONSTRUCTION PI ECTS

PROJECT NAME (SECTION) N ALBANY INTCH-CORVALLIS/LEBANON INTCH		WEEK ENDING August 8, 1987 CONTRACT NO 9860
HIGHWAY PACIFIC	COUNTY LINN	F A PROJECT NO IR-5-4(95)228
CONTRACTOR GILBERT PACIFIC CORP	KIND OF WORK GRADING PAVING	DATE OF AWARD JULY 20, 1984
PROJECT AUTHORIZATION	ENGINEERING	FIRST NOTIFICATION DATE AUGUST 14, 1984
CURRENT AUTHORIZATION $ 12,441,188.25	AUTHORIZATION $ 802,786.72	ESTIMATED DATE OF COMPLETION, OR AUGUST 29, 1986
ESTIMATED PROJECT COST $ 12,815,291.74	COST THIS WEEK $ 0.00 TOTAL TO DATE $ 908,589.00	SECOND NOTIFICATION DATE AND OCTOBER 10, 1986
ESTIMATED PERCENT OVERRUN/UNDXXXX 3.0 %	PERCENT OF AUTHORIZATION 113 %	ESTIMATED SEMIFINAL SUBMITTAL DATE DEC 22, 1986

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
DAYS	/ /	850	799.0	94	YES
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 100

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	PCC
ORIG. CONTRACT QUANTITIES	139,370 CY	75,850 TN	33,000 TN			
EST. CORRECTED QUANTITIES	211,000 CY	15,580 TN	36,536 TN			
EST. PERFORMED TO DATE	211,000 CY	15,580 TN	36,536 TN			
PERCENT PERFORMED TO DATE	100	100	100	0	0	100

ACTIVITIES THIS WEEK:

SEMI-FINAL DATA HAS BEEN SUBMITTED

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

NONE

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

AWAITING SOME CERTIFICATIONS AND PR47
CONTRACTORS CLAIM FOR ADDITIONAL COMPENSATION STILL PENDING.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
Ken Stoneman
KEN STONEMAN

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

9860

April 6, 1987

CON 5 - 9860

Walt's Concrete Co.
945 North 28th St.
Springfield, OR 97477

Attention: Roger Langeliers
General Manager

Thank you for your letter of March 3, 1987, informing us that you have been paid by Gilbert Pacific Corp. in connection with a claim for $563,306.24 plus $50,745.15 in interest.

This claim was filed against Gilbert Pacific Corp. on Contract No. 9860 for work on the North Albany Interchange-Corvallis/Lebanon Interchange Section of the Pacific Highway in Linn County.

Your release of claim will be noted in our records.

Fran Neavoll
COMMISSION SERVICES

cc: The Aetna Casualty & Surety Co.
Bond Department
Aetna Plaza
2201 Sixth Avenue
Seattle, WA 98121

The Aetna Casualty & Surety Co.
151 Farmington Ave.
Hartford, CT 06156

Gilbert Pacific Corp.
17846 SE Evergreen Highway
Camas, WA 98607

NOTED ON CARD
4-6-87 alp

bc: Secretary of State; Filed 7-17-86; CL 1986-0231

bbc: Bryant Jackmond

FKN:slp

Walt's Concrete Co.

An Oregon Corporation - An Equal Opportunity Employer

March 3, 1987

Oregon State Highway Department
Department of Transportation
121 Transportation Building
Salem, OR 97310

ATTENTION: ROBERT GORMSEN, COMMISSION SERVICES

Dear Mr. Gormsen:

On June 13, 1986 Walt's Concrete Co. filed a claim with your office for Contract 9860-North Albany I/C - Corvallis Lebanon I/C of the Pacific Highway in Linn County. The claim was for the sum of $563,306.24 plus $50,745.15 in interest against Gilbert Pacific Corp. This claim has now been paid by Gilbert Pacific Corp. and this company hereby releases any and all claims previously filed with your office against Gilbert Pacific Corp. relating to the referenced project.

I would appreciate your effort to complete the proper notices so that this claim is released. A copy of this release of claim is being sent to Aetna Casualty & Surety Company.

Sincerely,

WALT'S CONCRETE CO.

Roger Langeli

Roger Langeliers
General Manager

RL/dj
WALTS4/CRSWK3

cc: Aenta Casualty & Surety Company
Gilbert Pacific Corp.

RECEIVED
APR 02 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

(503) 746-3673
945 North 28th Street, Springfield, Oregon 97477

9860

March 12, 1987

CON 5 - #9860

Sussman, Shank, Wapnick,
 Caplan & Stiles
Attorneys at Law
1111 Orbanco Building
1001 SW Fifth Avenue
Portland, OR 97204-1111

Attention: Jeffrey R. Spere

Thank you for your letter of March 3, 1987, advising us that the claim filed on behalf of Adhesive Engineering Company in the amount of $6,425 plus interest has been paid.

This was in connection with the Gilbert Pacific Corp. Contract No. 9860 for work on the N. Albany Interchange-Corvallis/Lebanon Interchange Section of the Pacific Highway in Linn County.

This information will be noted in our records and we will advise the surety and the contractor.

Fran Neavoll
COMMISSION SERVICES

cc: Gilbert Pacific Corp.
P.O. Box 1016
Camas, WA 98607

The Aetna Casualty & Surety Co.
151 Farmington Avenue
Hartford, CT 06156

The Aetna Casualty & Surety Co.
Bond Department
Aetna Plaza
2201 6th Avenue
Seattle, OR 98121

bc: Secretary of State: Filed 4-17-86; CL 1986-0074

bbc: Bryant Jackmond FKN:cc

NOTED ON CARD
3-12-87cc

SUSSMAN, SHANK, WAPNICK, CAPLAN & STILES
ATTORNEYS AT LAW

Gilbert Sussman (1905-1985)
Jerome B. Shank
Norman Wapnick
Barry P. Caplan
William N. Stiles
John P. Davenport
Jeffrey R. Spere
Ronald A. Shellan
Richard G. Spier
John H. Durkheimer

1111 Orbanco Building
1001 Southwest Fifth Avenue
Portland, Oregon 97204-1111

Telephone (503) 227-1111

Telecopier (503) 228-2058
Telex: 360823 HQPTL

Lucy E. Kivel
Sylvia E. Stevens
Howard M. Levine
Jane E. Angus
Donald H. Friedman
Bonnie Serkin Pound
Stuart I. Teicher
David P. Hamilton
Jeffrey C. Misley
Michael F. J. Romano
Susan K. Roedl

March 3, 1987

Oregon State Highway Department
Department of Transportation
Attn: Robert Gormsen
121 Transportation Building
Salem, OR 97310

Re: Adhesive Engineering Company

Dear Mr. Gormsen:

On or about February 14, 1986, we filed a claim on behalf of Adhesive Engineering Company with your office for Contract 9860-North Albany I/C - Corvallis Lebanon I/C of the Pacific Highway in Linn County. A copy of our February 14, 1987 letter is enclosed. The claim was for the sum of $6,425.00 plus interest against Gilbert Pacific Corp. This claim has now been paid.

I would appreciate your effort to complete the proper notices so that this claim is released. A copy of this release of claim is being sent to Aetna Casualty & Surety Company.

Very truly yours,

SUSSMAN, SHANK, WAPNICK, CAPLAN & STILES

Jeffrey R. Spere

JRS/rc
cc: Aetna Life & Surety Company
Charles R. Schrader
Gilbert Pacific Corp.
SP1:Gormsen

RECEIVED
MAR 4 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

February 14, 1986

Charles R. Schrader
Allen, Kilmer, Schrader
  Yazbeck & Chenoweth
1600 Orbanco Building
1001 S.W. Fifth Avenue
Portland, Oregon 97204

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Re: Adhesive Engineering/Walt's Concrete

Dear Mr. Schrader:

We represent Adhesive Enginieering Company which has a claim for concrete sealer and consolidator furnished to Walt's Concrete Company and used in the repair of I-5 south of Albany. Our client asserts its claim against the bond provided through Industrial Indemnity Company of the Northwest, Bond YT855-1923 in the amount of $6,425.00 plus interest.

Demand is hereby made for payment of the sum of $6,425.00. If payment has not been made we have been instructed to file an action against the above bond.

Very truly yours,

SUSSMAN, SHANK, WAPNICK, CAPLAN & STILES

Jeffrey R. Spere

JRS/bmc

cc: regular mail
Adhesive Engineering Co.

Secretary of State
136 State Capitol Building
Salem, Oregon 97310

Fred Miller, Director
State Highway Division
135 Transportation Building
Salem, Oregon 97310

RECEIVED
MAR 4 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-4(95)228

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Linn

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO 30008

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE December 15, 1986

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER 1

10. GENERAL LOCATION:

North Albany Interchange - Corvallis/Lebanon Interchange Section

11. GENERAL DESCRIPTION OF WORK

Replace backing plates on guardrail anchors

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 12/15/86 as requested in Mr. Fredrickson's letter of 1/2/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 9 is approved to a TEC of $400; Federal Funds $368.

RECEIVED
STATE HWY ENGR
JAN 21 '87
REFER TO Potter
FOR

14. DATE 1/21/87

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

12-4-86
~~November 20, 1986~~
IN REPLY REFER TO
HA.2-OR

2 RDE
FDE
1 SB
LE
LFE
GTE
PDE
PDS
BPM

RECEIVED
NOV 21 1986
ROAD DESIGN
SECTION

LPC
LA
LDS
RWD
FLC
OFFICE
Copy All
Return To

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IR-5-4(95)228
N. Albany Interchange - Corvallis/Lebanon Interchange
Pacific Highway
Price Agreement No. 34

We are returning to you approved Price Agreement No. 34 for the replacement of failed bridge joint seals on this project. The supporting documents submitted with this price agreement indicate that this joint seal material has failed in a number of previous applications. We recommend that this joint material be withdrawn from the approved list and that it not be used on future projects until such time as satisfactory performance can be demonstrated. Projects presently underway which specify or allow the use of this material should be modified to eliminate its use. These recommendations are based on the continued poor performance of this material on previous projects.

Sincerely yours,

Orignal Signed By
G. K. HOSSNER
District Engineer

Dale E. Wilken
Division Administrator

THE DOW/CORNING 888
POURED JOINT SEALANT
HAS BEEN WITHDRAWN
FOR USE ON BRIDGE
DECK SEALS. 12-4-86

cc:
OSHD (G. A. Potter, Program)
OSHD (C. O. Fredrickson, Const) w/Price Agreement No. 34
OSHD (G. Wimer, Const)
OSHD (T. Litchfield, Rd Des)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:
CON 5
9860

DATE: November 4, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-5-4(95)228

Contract 9860 , Work Completed October 10, 1986

Project N. Albany Interchange-Corvallis/Lebanon Interchange

Highway Pacific

County Linn

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date May 28, 1987

for Dale E. Wilken
Division Administrator

BMW:mk

cc: L. Rulien
C. O. Fredrickson
William Anhorn
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
JUL 1 '87
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
NOV - 6 1986
OREGON DIVISION

NOTED
LARRY RULIEN

734-2023 (2-85)

jc : OSHD (Rulien) **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
OCT 29 '86

REFER TO Fredrickson FOR
Info. | Invest. | R/D | D/R | Sign | Act | File

REGION NO. 10	REPORT NO. 3	COUNTY Linn	DIVISION 10/30 Oregon

IN COMPANY WITH
K. Stoneman, K. Husby, D. Nelson, H. Seaton, D. Brandt; OSHD and D. Imper, S. Little; Gilbert Pacific, Contractor

DATE OF INSPECTION 10-10-86	INSPECTION MADE BY D. B. Carter, Area Engineer	PROJECT NO. IR-5-4(95)228

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 89 %	WORK COMPLETED 100 %

N. ALBANY INTERCHG - CORVALLIS/LEBANON INTERCH, SECTION
PACIFIC HIGHWAY I-5
Grading and Paving

The contract work is now complete and acceptance of the contract work is now recommended subject to the following comments.

The contractor has made arrangements for the disposal of the remaining aggregates at the plant site. The access control fence has been reinstalled.

Ride on the completed pavement was a problem during the construction of this project. Many of the construction problems associated with ride were improved upon during the course of the project and the quality of the ride improved significantly as the work progressed. Significant grinding was required on the project. Mr. Stoneman indicated that some areas of the southbound slab at the north end of the project do not meet a profile index of 7 inches per mile. The pavement has been allowed to remain in place and a penalty has been computed as per the Construction Manual. The computations are not yet final but it appears that the penalty will be in the $15,000 - $18,000 range.

Subsection 450.48, Surface Evenness and Testing, of the Standard Specifications addresses surface smoothness of the pavement. Some discussion has occurred regarding the interpretation of this Section as to whether the final pavement ride must be within a maximum profile index rate of seven inches per mile (especially if grinding occurs) and whether it is permissible to allow a pavement with a profile index greater than 7 inches per mile to remain in place subject to the penalty computation process contained in the Construction Manual. These are significant considerations as the traveling public tend to judge the effectiveness of a completed paving project by the quality of the ride. A final profile index of 7 inches per mile is highly desirable to meet these road user expectations.

NOTED
W. E. SCHWARTZ

Form **FHWA-1446A**
(Rev. 2-84)

I recommend that:

1. This project be accepted based on the State's above penalty computations because of apparent ambiguity of the present specifications.

2. This subsection (450.48) be reviewed and be revised to meet the above goals. Possibly, a bonus-penalty procedure could be included to reward superior pavement rides and to penalize poor pavement rides.

Several areas of deficient slab thickness have been identified on the project. Penalties have been computed for these areas. The total penalty, for deficient thickness is approximately $115,670. Included in the penalty are two short isolated areas, one 100 ft. long and the other 50 ft. long, which have been identified as deficient by more than one inch. The Highway Division has concluded that it is acceptable to allow the slab in these two areas to remain in place. I recommend concurrence with this decision. The Highway Division has also assumed some responsibility for some thin pavement areas due to the grade setting process used on the project. This amounts to approximately $56,275 of the above total penalty. It is recommended that we not concur in the cost sharing of this penalty, and that the full penalty be assessed for Federal-aid participation.

Some surface irregularities were observed in one small area of the pavement in the northbound outside lane near the north end of the project. Mr. Stoneman indicated that this condition also exists at one other location in the southbound pavement. The areas are not extensive and can be easily visually observed. Further review of these areas is planned and the contractor was advised that some corrective work may be required at these locations.

- DBC -

CL 1986-0231

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUL 17 1986
BARBARA ROBERTS
SECRETARY OF STATE

July 16, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9860

Allen, Kilmer, Schrader,
Yazbeck & Chenoweth
303 South Park Building
101 East Broadway
Eugene, OR 97401

We have received your letter of July 7, 1986, with attached Notice of Claim dated June 13, 1986, concerning the following Highway Division contract:

FILED BY: Walt's Concrete Co.

AMOUNT: $563,306.24 plus $50,745.15 in retainage

AGAINST (PRIME CONTRACTOR): Gilbert Pacific Corp.

CONTRACT NO: 9860

PROJECT: N. Albany Interchange-Corvallis/ Lebanon Interchange Section, Pacific Highway, Linn County

SURETY: The Aetna Casualty & Surety Company

We will advise the surety and the contractor of the receipt of this claim.

Please advise this office when your client's claim has been paid.

George Bell
Assistant Director

cc: Gilbert Pacific Corp.
P.O. Box 1016
Camas, WA 98607

The Aetna Casualty & Surety Co.
151 Farmington Avenue
Hartford, CT 06156

The Aetna Casualty & Surety Co.
2201 6th Avenue, Suite 700
Seattle, WA 98121

The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg.
200 S. W. Market St.
Portland, OR 97201

RECEIVED
JUL 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
7-22-86cc

[illegible] (10-85)

Walt's Concrete Co.

FILED
JUN 16 1986
BARBARA ROBERTS
SECRETARY OF STATE

June 13, 1986

NOTICE OF CLAIM UNDER ORS CHAPTER 279

HAND DELIVERED

Secretary of State State Capitol Building Salem, OR 97310	Gilbert Pacific Corp. P.O. Box 1016 Camas, WA 98607

Re: Notice of Claim Against ORS Chapter 279 Bond
Agency: Oregon Department of Transportation, Highway Division
Contract No.: 9860
Contractor Furnishing Bond: Gilbert Pacific Corp.

Notice is hereby given that the undersigned Walt's Concrete Co. (Walt's) has a claim for, without limitation, extra work, acceleration costs, grinding costs, equipment damage, inefficiency damage, interest, and retainage arising out of a subcontract on the above-described contract for installation of lean concrete subbase and portland cement concrete paving in the sum of $563,306.24 plus $50,745.15 in retainage against the bond taken from Gilbert Pacific Corp. as principal and an unknown surety for the work of grading and paving on Pacific Highway (I-5) from the N. Albany Interchange to the Corvallis/Lebanon Interchange (also known as OSHD Contract No. 9860). Such subcontract work was performed at the request of Gilbert Pacific Corp.

Walt's Concrete Co.

by:
Charles R. Schrader,
Its Attorney in Fact

RECEIVED
JUL 1[illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

(503) 746-3673
Business address: 945 North [illegible] Street, Springfield, Oregon 97477

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO EUGENE OFFICE

JEFFREY M. KILMER*
JOSEPH A. YAZBECK, JR.
CHARLES R. SCHRADER*
ANDREW K. CHENOWETH
F. GORDON ALLEN
STEPHEN C. VOORHEES

*OREGON AND WASHINGTON BARS

GEORGE V. EIGHMEY
ROBERT L. O'HALLORAN
LYNNIA K. WOODS
JAMES P. LAURICK
FRED L. KOPATICH
GEORGE J. HIBBERT

July 7, 1986

5637.01

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
121 Transportation Building
Salem, OR 97310

Re: Notice of Claim against Bond of Gilbert Pacific Corp., as Principal
ODOT Contract No. 9860

Dear Mr. Gormsen:

We are in receipt of your letter of June 24, 1986, and are confused by that response. As is clearly shown on our cover letter of June 17, 1986, the bond claim notice enclosed was merely a copy of the claim that was filed with the Secretary of State. Enclosed for your records you will find a copy, with receipt stamp shown thereon, of the claim form that was actually filed with the Secretary of State.

Please feel free to give me a call if you have any concerns or questions.

Very truly yours,

Charles R. Schrader

jcc
Enclosure

RECEIVED
JUL 1[illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

June 24, 1986

CON 5 - 9860

Allen, Kilmer, Schrader, Yazbeck & Chenoweth
Attorneys at Law
303 South Park Building
101 East Broadway
Eugene, OR 97401

Attention: Charles R. Schrader

Attached is the Notice of Claim which you filed on behalf of Walt's Concrete Company concerning Contract No. 9860 with Gilbert Pacific Corp. for work on the N. Albany Interchange-Corvallis/Lebanon Interchange Section of the Pacific Highway in Linn County.

The copy of the claim we received was unsigned. Before we can file it, the claim must be signed.

Please return the signed claim to 121 Transportation Building, Salem, OR 97310.

Robert W. Gormsen
COMMISSION SERVICES

cc: Gilbert Pacific Corp.
P. O. Box 1016
Camas, WA 98607

FKN:azm

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO EUGENE OFFICE

JEFFREY M. KILMER*
JOSEPH A. YAZBECK, JR.
CHARLES R. SCHRADER*
ANDREW K. CHENOWETH
F. GORDON ALLEN
STEPHEN C. VOORHEES

*OREGON AND WASHINGTON BARS

GEORGE V. EIGHMEY
ROBERT L. O'HALLORAN
LYNNIA K. WOODS
JAMES P. LAURICK
FRED L. KOPATICH
GEORGE J. HIBBERT

June 17, 1986

5637.01

CERTIFIED - RETURN RECEIPT REQUESTED

Mr. Robert Gormsen
Commission Services
121 Transportation Building
Salem, OR 97310

Re: Notice of Claim Against Bond of Gilbert Pacific Corp., as Principal

Dear Mr. Gormsen:

Enclosed is a copy of the Notice of Claim filed with the Secretary of State for the State of Oregon and with Gilbert Pacific Corp.

If full payment of Walt's Concrete Co.'s claim is not received within ten (10) days from the date of this letter, we will file suit on Gilbert Pacific Corp.'s bond.

Very truly yours,

Charles R. Schrader

jcc
Enclosure

RECEIVED
JUN 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Walt's Concrete Co.

June 13, 1986

NOTICE OF CLAIM UNDER ORS CHAPTER 279

HAND DELIVERED

Secretary of State
State Capitol Building
Salem, OR 97310

Gilbert Pacific Corp.
P.O. Box 1016
Camas, WA 98607

Re: Notice of Claim Against ORS Chapter 279 Bond
Agency: Oregon Department of Transportation, Highway Division
Contract No.: 9860
Contractor Furnishing Bond: Gilbert Pacific Corp.

Notice is hereby given that the undersigned Walt's Concrete Co. (Walt's) has a claim for, without limitation, extra work, acceleration costs, grinding costs, equipment damage, inefficiency damage, interest, and retainage arising out of a subcontract on the above-described contract for installation of lean concrete subbase and portland cement concrete paving in the sum of $563,306.24 plus $50,745.15 in retainage against the bond taken from Gilbert Pacific Corp. as principal and an unknown surety for the work of grading and paving on Pacific Highway (I-5) from the N. Albany Interchange to the Corvallis/Lebanon Interchange (also known as OSHD Contract No. 9860). Such subcontract work was performed at the request of Gilbert Pacific Corp.

Walt's Concrete Co.

by:________________________
Charles R. Schrader,
Its Attorney in Fact

RECEIVED
JUN 18 1986
MISSION SERVICES
ENT OF TRANSPORTATION

(503) 746-3673
Business address: 945 North 2[illegible] Street, Springfield, Oregon 97477

jc 9220

U. S. DEPARTMENT OF TRANSPOF TION
FEDERAL HIGHWAY ADMINIS TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-4(95)228

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Linn

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division 6-18-86

4. PROGRAM NO.

5. ITEM NO. 30008

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT HWY ENGR
JUN 18 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE August 2, 1984

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

North Albany Interchange - Corvallis/Lebanon Interchange Section

11. GENERAL DESCRIPTION OF WORK

Provide electrical service for temporary illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 8/2/84 as requested in Mr. Fredrickson's letter of 6/9/86 as being cost effective for the use of Consumer Power, Pacific Power & Light and State forces to proceed with the above work.

State Force Order No. 2 and 2 Supplemental is approved to a TEC of $18,000 Federal Funds $16,599.

14. DATE 6/17/86

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

Ætna

Commercial Insurance Division
151 Farmington Avenue
Hartford, CT 06156
(203) 273-0123

May 8, 1986

Mr. Robert W. Gormsen
Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr. Gormsen:

PRINCIPAL: GILBERT PACIFIC CORPORATION
SUBCONTRACTOR: WALT'S CONCRETE COMPANY
PROJECT: NORTH ALBANY INTERCHANGE - CORVALLIS/LEBANON INTERCHANGE SECTION, PACIFIC HIGHWAY, LINN COUNTY
CLAIMANT: ADHESIVE ENGINEERING COMPANY
YOUR FILE: CON 5 9860

Thank you for providing us with a copy of your April 15, 1986, letter, wherein you advised that Adhesive Engineering Company has an unpaid account in the sum of $6,425 for materials supplied to Walt's Concrete Company on the above-referenced project.

Please be advised this correspondence has been forwarded to our Omaha Claim Office located at Regency Plaza, 10040 Regency Circle, Omaha, NE 68114, for immediate handling and response.

Sincerely,

Timothy J. Supple, Analyst
Bond Claim Division
kki

cc: Terry Bartel, Regional Supervisor, Omaha CID Claim

RECEIVED
MAY 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no response nec.
fber

The Ætna Casualty and Surety Company
One of the ÆTNA LIFE & CASUALTY companies

(L-560)

CAT. 142727

9860

Ætna

Commercial Insurance Division
151 Farmington Avenue
Hartford, CT 06156
(203) 273-0123

May 7, 1986

Mr. Robert W. Gormsen
Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr. Gormsen:

PRINCIPAL: GILBERT PACIFIC CORPORATION
PROJECT: NORTH ALBANY INTERCHANGE - CORVALLIS/LEBANON INTERCHANGE SECTION, PACIFIC HIGHWAY, LINN COUNTY
YOUR FILE NO. CON 5 NO. 9860
CLAIMANT: JB ROCK PRODUCTS, INC.

Thank you for providing us with a copy of your April 15, 1986, letter, wherein you advised that JB Rock Products, Inc. has an unpaid account in the sum of $92,596.64 for materials and supplies provided to Gilbert Pacific Corporation.

Please be advised this correspondence has been forwarded to our Omaha Claim Office located at Four Regency Plaza, 10040 Regency Circle, Omaha, NE 68114, for immediate handling and response.

Sincerely,

Timothy J. Supple, Analyst
Bond Claim Division
gpc

cc: Terry Bartel, Regional Supervisor, Omaha CID, Claim

RECEIVED
MAY 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no response necessary

9860

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

May 1, 1986

In Reply Refer to
File No.:

Lloyd Neal, Project Supt.
Gilbert Pacific
P.O. Box 1016
Camas, WA 98607

CON 3

RE: N. Albany Intrchge.-Corvallis/Lebanon Intrchge.
FAP No. IR-5-4(95)228
Contract No. 9860
Barrier Production

Our Project Manager Ken Stoneman, sent you a letter on March 14, 1986, requesting a true copy of the lease agreement entered into by J. B. Rock Products for the use of concrete barrier forms. In addition, copies of J. B. Rock Products payrolls and canceled checks of all employees working on the barrier production for the week of 8-5-84 to 8-11-84, were requested.

The requested information has not been submitted. Our position regarding the barrier production for this project remains unchanged. The contract wage rates, therefore, must be paid to each employee involved.

Please furnish a subcontract with certified payrolls, reflecting the proper contract wage rates and fringe benefits being paid to all employees involved in the barrier production.

J. L. Widmer
EEO, MBE, and Labor Compliance Officer

NOTED
W. E. SCHWARTZ

JLW:sc

cc: Richard N. Vancleave

05022s

bc: Dale E. Wilken
Larry Rulien ✓
Jack Sollis
Thomas Jones Jr.
Bill Anhorn
Ken Stoneman

RECEIVED
STATE HWY ENGR
MAY 05 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

734-2023 (2-85)

March 14, 1986

Richard N. Van Cleave
Spears, Lubersky, Campbell, Bledsoe,
Anderson, and Young
520 SW Yamhill, Suite 800
Portland, OR 97204

CON 3

RE: N. Albany Intrchge. -
Corvallis/Lebanon Intrchge.
FAP No. IR-5-4 (95) 228
Contract No. 9860
Your File No. 14794-1

I have your letter requesting a formal hearing regarding barrier production on this project.

In an effort to resolve the disagreement concerning Davis-Bacon coverage, Ken Stoneman, our project manager, has requested additional information from Gilbert Pacific.

We will appreciate the opportunity to review and evaluate this information prior to scheduling a formal hearing.

J. L. Wi
J. L. Widmer
EEO, MBE, and Labor Compliance Officer

JLW:sc

cc: Ken Stoneman
Jack Sollis

03145s

l

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

885 Airport Rd., Bldg. #35
Salem, OR 97310

RECEIVED
MAR 14 1986
LEGAL

In Reply Refer to
File No.

C09860

March 14, 1986

Gilbert Pacific Corp.
P.O. Box 1016
Camas, WA 98607

Attention Lloyd Neal, Project Superintendent

Subject: Wages Paid During Concrete Barrier Production
Contract 9860
N. Albany Intch.-Corvallis/Lebanon Intch.

Dear Lloyd:

With our continuing disagreement over wages paid during the production of concrete barriers on the subject project, we are requesting additional information in an attempt to resolve the issue.

Gilbert Pacific has taken the position that the barriers were produced by a commercial supplier, J.B. Rock Products, and therefore exempt from Davis-Bacon minimum wage rates. It has also been said that the barrier forms were leased by J.B. Rock Products, and all the employees working on the barrier production were employees of J.B. Rock Products.

For us to substantiate these claims, we are requesting the following information:

1) A true copy of the lease agreement entered into by J.B. Rock Products for the use of the concrete barrier forms.

2) Copies of J.B. Rock Products payrolls and cancelled checks (front and back) of all employees working on the barrier production for the week of 8-5-84 to 8-11-84.

Please provide this information at your earliest convenience. It would benefit all parties to resolve this issue as soon as possible.

Sincerely,

Kenneth L. Stoneman

Kenneth L. Stoneman, P.E.
Project Manager

cc: John Widmer; Ken Husby; Jack Sollis

SPEARS, LUBERSKY, CAMPBELL, BLEDSOE, ANDERSON & YOUNG

ATTORNEYS AT LAW

FRANK H. SPEARS
WILLIAM F. LUBERSKY*
GEORGE B. CAMPBELL
JOHN P. BLEDSOE
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WAYNE HILLIARD
JAMES H. CLARKE
LEWIS K. SCOTT
RICHARD S. BORST
GEORGE L. WAGNER
STANLEY R. LOEB*
MICHAEL G. HOLMES
GEORGE L. KIRKLIN
LEIGH D. STEPHENSON
JOHN M. DORAN
D. MEREDITH WILSON, JR.*
LAURENCE F. JANSSEN
ROBERT E. MALONEY, JR.*
RICHARD C. HUNT*
JOHN W. GOULD*

RICHARD H. WILLIAMS
EDWIN A. HARNDEN
RICHARD F. LIEBMAN
CHARLES J. PRUITT*
NELSON D. ATKIN II
JAMES E. BARTELS
MICHAEL J. LILLY
JEFFREY M. BATCHELOR
JOHN C. STEVASON
DONALD H. PYLE
JEFFREY C. WOLFSTONE
JAMES L. MILLER
CRAIG D. BACHMAN
MILO PETRANOVICH
FRANK M. PARISI
TIMOTHY R. HARMON
BRUCE C. HAMLIN
RICHARD N. VAN CLEAVE
SCOTT P. MONFILS
PAULA B. WEISS*
C. ANN BLITZ

520 S.W. YAMHILL STREET, SUITE 800
PORTLAND, OREGON 97204-1383
TELEPHONE: (503) 226-6151
TELECOPIER: (503) 224-0388

VANCOUVER OFFICE
FIRST FEDERAL PLAZA
1220 MAIN STREET, SUITE 388
VANCOUVER, WASHINGTON 98660
IN WASHINGTON (206) 693-4100
IN OREGON (503) 226-6151

MARY-ANNE S. RAYBURN
HELEN RIVES-HENDRICKS*
MARIANNE SCHIMELFENIG
TRISH M. BROWN
SUSAN E. PIPER
VIVIAN I. RAITS*
CHARLES F. HUDSON*
LINDSEY HARRIS HUGHES*
DAVID N. HICKS, JR
DAVID G. HOSENPUD
PAUL F. MAUTNER
MARVIN D. FJORDBECK
DANNY L. HITT, JR
BRADLEY F. TELLAM*
JAMES D. WILKERSON
THEODORE C. FALK
MICHAEL J. BROWN

VIRGINIA MILLER SEDOR
GREGG L. SCHOEN
RICHARD G. SAMUELS
CHERYL B. HARRIS
CLARK T. WHITMORE
MARK LEE PETTINARI
THOMAS W. SONDAG
FREDERICK C. RUBY
CINDA M. CONROYD*
DAVID C. STREICHER
STEPHEN A. DOHERTY
MARK SCHREIBER
BERT K. FURUMOTO
DENNIS M. DAMONE
WADE R. KEENON
GREG K. HITCHCOCK

*MEMBER OREGON AND WASHINGTON STATE BARS

14794-1
OUR FILE NO.

PLEASE REPLY TO PORTLAND OFFICE

March 12, 1986

Mr. John Widmer
Oregon Department of
Transportation
Construction Office
Salem, OR 97310

Re: Gilbert Pacific

Dear John:

This letter will serve as a formal request on behalf of Gilbert Pacific Corporation that the Oregon Department of Transportation, pursuant to 29 CFR Part 5, request that the Federal Highway Administration hold a hearing to determine the applicability, if any, of the Davis-Bacon Act to the barrier production on the North Albany Interchange-Corvallis/Lebanon Interchange Project Contract 9860.

Sincerely,

Richard N. Van Cleave

CL 1986-0154

9860

FILED
APR 17 1986
BARBARA ROBERTS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO.: CON 5
#9860

April 15, 1986

JB Rock Products, Inc.
P. O. Box 111
Jefferson, OR 97352

Attention: James F. Beck
President

We have received your letter dated March 21, 1986, filing a claim against the following Highway Division contract:

FILED BY: JB Rock Products, Inc.

AMOUNT: $92,596.64

AGAINST (Prime Contractor): Gilbert Pacific Corporation

CONTRACT NO.: 9860

PROJECT: North Albany Interchange-Corvallis/
Lebanon Interchange Section,
Pacific Highway, Linn County

SURETY: The Aetna Casualty & Surety Company

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
APR 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Robert W. Gormsen
COMMISSION SERVICES

cc: Gilbert Pacific Corporation
P. O. Box 1016
Camas, WA 98607

The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg., Suite 1500
200 SW Market Street
Portland, OR 97201

The Aetna Casualty & Surety Co.
151 Farmington Avenue
Hartford, CT 06115

The Aetna Casualty & Surety Co.
2201 Sixth Avenue, Suite 700
Seattle, WA 98121

5/16/86 noted on card

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

JB ROCK PRODUCTS, INC.

P.O. BOX 111 JEFFERSON, OREGON 97352 PHONE (503) 327-2228 or 926-7827

3-21-86

OREGON DEPARTMENT OF TRANSPORTATION
ROOM 121
SALEM OREGON
ATTN: ROBERT GORMSEN

RE: N. ALBANY INTCHG - CORVALLIS/LEBANON INTCHG.
CONTRACT NUMBER 9860

DEAR SIR:

THIS LETTER IS TO SERVE AS A CLAIM FOR FUNDS DUE AND PAYABLE TO JB ROCK PRODUCTS IN THE AMOUNT OF $92,596.64. ALL WORK PERFORMED BY JB ROCK PRODUCTS WAS DONE IN CONFORMANCE WITH OREGON DEPARTMENT OF TRANSPORTATION SPECIFICATIONS. TODATE GILBERT PACIFIC CORP. HAS NOT PAID THESE FUNDS TO JB ROCK PRODUCTS.

VERY TRULY YOURS
JB ROCK PRODUCTS, INC.

James F. Beck.

JAMES F. BECK, PRES.

CL 1986-0074

~~9860~~

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO.: CON 5
9860

FILED
APR 17 1986
BARBARA ROBERTS
SECRETARY OF STATE

April 15, 1986

Sussman, Shank, Wapnick, Caplan
& Stiles, Attorneys At Law
1001 SW Fifth Avenue
Portland, OR 97204

Attention: Jeffrey R. Spere

We have received a copy of your letter dated February 14, 1986, on behalf of Adhesive Engineering Company filing a claim against the following Highway Division contract:

FILED BY:	Adhesive Engineering Company
AMOUNT:	$6,425.00 plus interest
FOR:	Material
AGAINST (Prime Contractor):	Gilbert Pacific Corporation
SUBCONTRACTOR:	Walt's Concrete Company
CONTRACT NO.:	9860
PROJECT:	North Albany Interchange-Corvallis/ Lebanon Interchange Section, Pacific Highway, Linn County
SURETY:	The Aetna Casualty & Surety Company

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

RECEIVED
APR 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL SIGNED

Robert W. Gormsen
COMMISSION SERVICES

cc: Gilbert Pacific Corporation
P. O. Box 1016
Camas, WA 98607

The Aetna Casualty & Surety Co.
151 Farmington Avenue
Hartford, CT 06115

The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg., Suite 1500
200 SW Market Street
Portland, OR 97201

The Aetna Casualty & Surety Co.
2201 Sixth Avenue, Suite 700
Seattle, WA 98121

noted on card 5/16/86

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

SUSSMAN, SHANK, WAPNICK, CAPLAN & STILES

ATTORNEYS AT LAW

Gilbert Sussman (1905-1985)
Jerome B. Shank
Norman Wapnick
Barry P. Caplan
William N. Stiles
John P. Davenport
Jeffrey R. Spere
Ronald A. Shellan
Richard G. Spier
John H. Durkheimer

1111 Orbanco Building
1001 Southwest Fifth Avenue
Portland, Oregon 97204-1111

Telephone (503) 227-1111

Telecopier (503) 228-2058
Telex: 360823 HQPTL

Lucy E. Kivel[illegible]
Sylvia E. Stevens
Howard M. Levine
Jane E. Angus
Donald H. Friedman
Bonnie Serkin Pound
Kathleen A. Dodds
David P. Hamilton
Jeffrey C. Misley
Michael F. J. Romano

RECEIVED
MAR 1[illegible] 1986
O/A
CA
CAM
SPC
SA
PCC
CCS
FILE

February 14, 1986

From
H. H. PATTERSON
Comments: MOST LIKELY 9860, SINCE WALT'S CONCRETE HAS AN APPROVED SUBCONTRACT ON THAT JOB. ALSO IT IS THE ONLY WARRANTY ACTIVE JOB IN THE AREA. OAT
31-0022 (6-86)

Charles R. Schrader
Allen, Kilmer, Schrader
Yazbeck & Chenoweth
1600 Orbanco Building
1001 S.W. Fifth Avenue
Portland, Oregon 97204

Re: Adhesive Engineering/Walt's Concrete

Dear Mr. Schrader:

We represent Adhesive Enginieering Company which has a claim for concrete sealer and consolidator furnished to Walt's Concrete Company and used in the repair of I-5 south of Albany. Our client asserts its claim against the bond provided through Industrial Indemnity Company of the Northwest, Bond YT855-1923 in the amount of $6,425.00 plus interest.

Demand is hereby made for payment of the sum of $6,425.00. If payment has not been made we have been instructed to file an action against the above bond.

Very truly yours,

SUSSMAN, SHANK, WAPNICK, CAPLAN & STILES

Jeffrey R. Spere

JRS/bmc

cc: regular mail
Adhesive Engineering Co.

Secretary of State
136 State Capitol Building
Salem, Oregon 97310

Fred Miller, Director
State Highway Division
135 Transportation Building
Salem, Oregon 97310

RECEIVED
FEB 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
DOT DIRECTOR
FEB 18 '86
REFER TO
Cl[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

atty wants us to file claim

Sent 2-20

Cy George Bell

SUSSMAN, SHANK, WAPNICK, CAPLAN & STILES

ATTORNEYS AT LAW

Gilbert Sussman (1905-1985)
Jerome B. Shank
Norman Wapnick
Barry P. Caplan
William N. Stiles
John P. Davenport
Jeffrey R. Spere
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Howard M. Levine
Jane E. Angus
Donald H. Friedman
Bonnie Serkin Pound
Kathleen A. Dodds
David P. Hamilton
Jeffrey C. Misley
Michael F. J. Romano

RECEIVED
MAR 17 1986
CONSTRUCTION SECTION

COE ...... OM ......
OE ....
CA ....
CAM ....
EEO ....
SPC ...... TC ......
SA ...... CC ......
FE ...... CP ......
PQC ....
QCS ....
FILE ....

February 14, 1986

Charles R. Schrader
Allen, Kilmer, Schrader
Yazbeck & Chenoweth
1600 Orbanco Building
1001 S.W. Fifth Avenue
Portland, Oregon 97204

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Re: Adhesive Engineering/Walt's Concrete

Dear Mr. Schrader:

We represent Adhesive Enginieering Company which has a claim for concrete sealer and consolidator furnished to Walt's Concrete Company and used in the repair of I-5 south of Albany. Our client asserts its claim against the bond provided through Industrial Indemnity Company of the Northwest, Bond YT855-1923 in the amount of $6,425.00 plus interest.

Demand is hereby made for payment of the sum of $6,425.00. If payment has not been made we have been instructed to file an action against the above bond.

Very truly yours,

SUSSMAN, SHANK, WAPNICK, CAPLAN & STILES

Jeff R Spere

Jeffrey R. Spere

JRS/bmc

cc: regular mail
Adhesive Engineering Co.

Secretary of State
136 State Capitol Building
Salem, Oregon 97310

Fred Miller, Director
State Highway Division
135 Transportation Building
Salem, Oregon 97310

RECEIVED
FEB 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
DOT DIRECTOR
FEB 19 '86
REFER TO
Commission Services
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Sent 2-20 cy - George Bell

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

April 14, 1986
IN REPLY REFER TO
HFO.2-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IR-5-4(95)228
N. Albany Interchange - Corvallis/Lebanon Interchange
Pacific Highway (I-5)
Force Work Order No. 7

Mr. C. O. Fredrickson's March 27, 1986 letter requested Federal participation in Force Work Order No. 7 on the subject project. This work order provided for reimbursement to the Travel Information Council for refunds made to clientele of logo signs which were out of service for five months due to construction work on this contract.

Such reimbursement is not a legitimate construction cost and is ineligible for Federal participation.

Sincerely yours,

Christianson

Dale E. Wilken
Division Administrator

cc:
OSHD (C. O. Fredrickson, Const) w/FWO No. 7
OSHD (G. A. Potter, Program)

RECEIVED
STAT HWY ENGR
APR 15 '86
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File
✓

W&S
TAA
Orig. to
4/17

March 21, 1986

CON 5
#9860

Forslund Rock Quarry, Inc.
3001 SW Ferry
Albany, OR 97321

Thank you for your letter of February 10, 1986, informing us that your claim has been paid by Gilbert Pacific Corporation and you are releasing all claims previously filed.

This was in connection with Contract No. 9860 for work on the North Albany Interchange-Corvallis/Lebanon Interchange Section of the Pacific Highway in Linn County.

This information will be noted in our records and we will advise the surety and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: Gilbert Pacific Corp.
P.O. Box 1016
Camas, WA 98607

The Aetna Casualty & Surety Co.
151 Farmington Avenue
Hartford, CT 06115

The Aetna Casualty & Surety Co.
2201 6th Ave., Ste. 700
Seattle, WA 98121

The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg., Ste 1500
200 S.W. Market Street
Portland, OR 97201

NOTED ON CARD
3-21-86cc

bc: Secretary of State Note: Filed 2-5-86 #CL1986-0055

bbc: Bryant Jackmond

FKN:cc

FORSLUND ROCK QUARRY, INC.
3001 SW FERRY
ALBANY, OR 97321

February 10, 1986

Oregon State Highway Department
Department of Transportation
121 Transportation Building
Salem, OR 97310

ATTN: Robert Gormsen
Commission Services

Dear Mr. Gormsen:

On December 19, 1985 Forslund Rock Quarry, Inc. filed a claim with your office for Contract 9860-North Albany I/C - Corvallis Lebanon I/C of the Pacific Highway in Linn County. The claim was for the sum of $9,932.00 and interest of $1,472.24 against Gilbert Pacific Corp. This claim has now been paid by Gilbert Pacific Corp. and I hereby release any and all claims previously filed with your office against Gilbert Pacific Corp.

I would appreciate your effort to complete the proper notices so that this claim is released. A copy of this release of claim is being sent to Aetna Casualty & Surety Company.

Very truly yours,

Wayne Forslund

Wayne Forslund

RECEIVED
FEB 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

March 4, 1986
IN REPLY REFER TO

HFO-OR/380.2

RECEIVED
STATE HWY ENGR
MAR 6 '86
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/M	Sign	Act	File
					✓	

NOTED
W. E. SCHWARTZ

Orig to
3/7

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Portland Cement Concrete Paving
85-IND-1(B)

During the 1985 construction season our Engineers reviewed eight PCC paving projects while construction activities were underway. The projects reviewed were:

North Tigard - South Tigard
North Jefferson - North Albany
North Albany - Lebanon/Corvallis Interchange
Goshen - Cottage Grove
Elkhead Road - Rice Hill
Banfield Freeway
North Powder - Baldock Slough
Columbia River Br. - Umatilla River

The following findings and recommendations are presented for your consideration. While these deficiencies were not common to all projects they were encountered often enough to warrant your attention.

1. FINDINGS

Project personnel (State and Contractor) were not always aware of the contract requirements and the importance of certain practices such as mix consistency, timely sawing, preparation of area for slip form paving equipment to operate on, construction joint construction, timely texturing, water application during the finishing process, etc.

RECOMMENDATIONS

Contract provisions should include a requirement for a pre-paving conference involving State and contractor personnel similar to that required for AC paving. A PCC inspector refresher course should also be developed and conducted for all project personnel assigned to PCC paving projects.

2. FINDINGS

Tie bars between adjacent concrete panels poured separately were being inserted in the plastic concrete. This oftentimes resulted in undesirable edge slump, poor positioning of the tie bars, and unsatisfactory bond between the tie bar and the concrete.

RECOMMENDATION

Require the tie bars to be installed by drilling and epoxying into the hardened concrete prior to pouring the adjacent panel.

3. FINDINGS

Sawing of the longitudinal joint was not always being accomplished in a timely manner. Some pavement segments remain unsawed several months after completion. Other pavements have random longitudinal cracks near centerline which is an indicator of late sawing of the centerline joint.

RECOMMENDATIONS

The contractor should be required to saw the centerline joint in a timely manner as set forth in the contract. Concrete placement should not be allowed unless the contractor has sufficient sawing equipment and personnel available to accomplish necessary sawing in accordance with contract specifications. Project personnel should be made aware of the importance of timely sawing and instructed to strictly enforce contract requirements.

4. FINDINGS

The specifications provide for the surface texture to meet the texture of a standard reference block. This standard reference block was not found on most projects.

RECOMMENDATIONS

This specification requirement, if considered necessary, should be enforced. Otherwise, this specification requirement should be eliminated.

5. FINDINGS

Excessive water was being applied to the concrete surface during finishing operations. On one project water was being applied from spray nozzles installed on the float finishing machine. Excessive water is highly detrimental to the durability of the surface mortar.

RECOMMENDATIONS

Specification requirements should be strictly enforced regarding application of water during the finishing process.

6. FINDINGS

An unusual amount of grinding is required to obtain the specified smoothness. This appears to be a result of several things,such as; spreading and finishing with a single machine, poorly prepared grades on which the slip form paving equipment must travel, inconsistency of the concrete mix, and end dumping directly into the spreading and finishing machines.

RECOMMENDATIONS

Require two machines - one for spreading and the second for finishing. Enforce contract specifications concerning preparation of the area on which the slip form paving equipment operates. Obtain mix consistency by requiring strict control of the mix ingredients by the contractor. Require the plastic concrete be deposited by side conveyor. (Let's get back to the good old days when specified pavement smoothness was easily obtained without grinding, except at an occasional construction joint.)

7. FINDINGS

Traffic was allowed on new PCC pavement prior to obtaining the specified smoothness. The impact loadings caused by rough pavement are highly detrimental to pavement performance and particularly so when applied to partially cured pavements.

RECOMMENDATIONS

Traffic should not be allowed on the new pavements until a specified smoothness is obtained.

8. FINDINGS

Length of stages were too restrictive under most project conditions. In some cases contract changes were allowed to lengthen the stages providing for fewer stops, less traffic interruption, and more timely completeness of the construction work.

RECOMMENDATIONS

Based on experience to date it appears the length of the stages can be significantly increased without adversely affecting traffic operation. More consideration should be given during project development to tailor the length of the stages to conditions associated with each individual project.

9. FINDINGS

Twenty six foot wide concrete ramps were constructed in four foot, 16 foot and six foot panels. The sixteen foot panel was then sawed at 12 feet, resulting in two four foot panels, a 12 foot panel, and a six foot panel.

RECOMMENDATIONS

Sawing the 16 foot panel into a 12 foot and a four foot panel is not necessary. Future plans should clearly provide for longitudinal joints only at the four and six foot shoulder lines. It is not necessary to provide a longitudinal joint within the 16 foot panel.

Many of the above findings and recommendations have already been discussed with members of your staff, and are in various stages of implementation. All of them are worthy of your consideration and implementation and should significantly benefit pavement performance.

Over the years Oregon has enjoyed outstanding PCC pavement performance results and is considered a national leader in this respect. This success in large part has been due to a strong program involving good design and construction practices. Measures should be taken to continue and reinforce these practices.

Your favorable consideration of our recommendations is requested. We would appreciate a response by April 4, 1986.

Sincerely yours,

Original Signed by
ROBERT E. HATHAWAY
Asst. Division Administrator

Dale E. Wilken
Division Administrator

cc:
OSHD (W. E. Schwartz, Engr)
OSHD (C. O. Fredrickson, Const)
OSHD (D. O. Christensen, Rd Des)
Region HEO-010

9860 CL 1986-0055

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 5 1986
BARBARA ROBERTS
SECRETARY OF STATE

January 23, 1986

CON 5
#9860 IN REPLY REFER TO FILE NO.:

Forslund Rock Quarry, Inc.
3001 SW Ferry
Albany, OR 97321

We have received your letter and Notice of Claim dated December 19, 1985, concerning the following Highway Division contract:

FILED BY:	Forslund Rock Quarry, Inc.
AMOUNT:	$9,932 plus $1,472.24 interest
FOR:	Rock purchased
AGAINST (Prime contractor)	Gilbert Pacific Corporation
CONTRACT NO.:	9860
PROJECT:	N. Albany Interchange-Corvallis Lebanon Interchange Section, Pacific Highway, Linn County
SURETY:	The Aetna Casualty & Surety Company

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
FEB -7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Gilbert Pacific Corporation
P.O. Box 1016
Camas, WA 98607

The Aetna Casualty & Surety Company
151 Farmington Avenue
Hartford, CT 06115

The Aetna Casualty & Surety Company
Bond Department
200 Market Bldg., Suite 1500
200 S.W. Market Street
Portland, OR 97201

The Aetna Casualty & Surety Company
2201 6th Avenue, Suite 700
Seattle, WA 98121

NOTED ON CARD
2-18-86 cc

bc: Secretary of State: Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

FORSLUND Rock Quarry, Inc.
3001 S. W. Ferry
Albany, Oregon 97321

Phone 926-4157

December 19, 1985

Mr. Robert W. Gormsen
Commission Services
121 Transportation Building
Salem, OR 97310

RE: Aetna Casualty & Surety Company
2201 Sixth Avenue
Seattle, WA 98121
Bond for North Albany Interchange-
Corvallis-Lebanon Interchange
section of the Pacific Highway
in Linn County
Gilbert Pacific Corporation

Dear Mr. Gormsen:

Enclosed is a Notice of Claim on Contractor's Bond for rock in the amount of $9,932.00 and interest of $1,472.24 for the State Highway Division, Contract No. 9860 as described above.

This Notice of Claim is presented to you pursuant to ORS 279.528 for filing with State Highway Division, the public body which let this contract which resulted in this claim.

A copy of this letter and Notice of Claim on Contractor's Bond is being sent to Aetna Casualty & Surety Company, Seattle, Washington.

Sincerely,

Wayne Forslund
Secretary

WF/mkf

cc: Gilbert Pacific Corporation
Mid-West Agency - Omaha, Nebraska
Aetna Casualty & Surety Company

RECEIVED
DEC 20 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM ON CONTRACTOR'S BOND

TO: ROBERT W. GORMSEN, COMMISSION SERVICES, 121 TRANSPORTATION
BUILDING, SALEM, OREGON 97310

Notice is hereby given that the undersigned, Forslund Rock Quarry, Inc., an Oregon Corporation, 3001 SW Ferry Street, Albany, Oregon 97321, has a claim for rock purchased in the amount of Nine Thousand Nine Hundred Thirty Two and no/100 Dollars ($9,932.00) and interest incurred of One Thousand Four Hundred Seventy Two and 24/100 Dollars ($1,472.24) against the bond of Gilbert Pacific Corporation and Aetna Casualty and Surety Company for the State Highway Division, Contract No. 9860 located at North Albany Interchange-Corvallis-Lebanon Interchange section of the Pacific Highway in Linn County during March, 1985 through August, 1985.

Dated this 19th day of December, 1985 in Albany, Oregon.

FORSLUND ROCK QUARRY, INC.

By ____________________
Wayne Forslund
Secretary

RECEIVED
DEC 20 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-4(95)228

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30008

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE June 21, 1985

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
N. Albany Intchge - Corvallis/Lebanon Intchge

11. GENERAL DESCRIPTION OF WORK
Extra Traffic Control

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 6-21-85 as requested in Mr. Fredrickson's letter of 1-9-86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 7 is approved to a TEC of $2,700; Federal Funds $2,489.

RECEIVED
STATE HWY ENGR
JAN 17 '86
REFER TO Potter
FOR

Info	Invest	N/D	D/R	Sign	Act	File

Orig to
1/17

14. DATE 1/15/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

January 10, 1986

Inland Pacific Materials
1420 East 3rd
Kennewick, WA 99336

CON 5 - #9860

Attention: Sally E. Larson

NOTED ON CARD
1/10/86. Cresi Bray

Thank you for your letter of December 5, 1985, stating that the claim you filed on October 15, 1985, against Gilbert Pacific Corporation, was in error and to release the claim.

This was in reference to the Gilbert Pacific Corporation Contract No. 9860 for work on the North Albany Interchange-Corvallis/Lebanon Interchange Section of the Pacific Highway in Linn County.

This information will be noted in our records, and we will advise the surety and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: Gilbert Pacific Corp.
P.O. Box 1016
Camas, WA 98607

The Aetna Casualty & Surety Co.
2201 - 6th Ave., Suite 700
Seattle, WA 98121

The Aetna Casualty & Surety Co.
ATTN: Terry Bartel
4 Regency Plaza
10040 Regency Circle
Omaha, Nebraska 68114

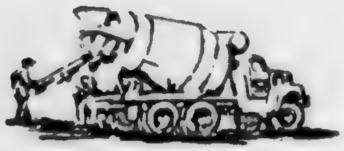
The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg., Suite 1500
200 SW Market Street
Portland, OR 97201

The Aetna Casualty &
Surety Co.
151 Farmington Ave.
Hartford, CT 06156

bc: Secretary of State:
Claim filed 11-19-85
CL# 1985-0211

bbc: Bryant Jackmond

FKN:clb



INLAND PACIFIC MATERIALS, INC.
1420 EAST 3RD. · KENNEWICK, WASHINGTON 99336
(509) 586-3117

December 5, 1985

State of Oregon
Department of Transportation
121 Transportation Bldg
Salem, OR 97310

Attn: Robert W. Gormsen
COMMISSION SERVICES

Dear Mr. Gormsen,

On October 15, 1985 Inland Pacific Materials, Inc., filed a claim with you for OSHD Contract 9860 - North Albany I/C - Corvallis Lebanon I/C of the Pacific Highway in Lind County. The claim was for the sum of $60,257.09 against Gilbert Pacific Corporation. This claim was filed in error and it is Inland Pacific Materials' intent to release this claim. Will you please see that this release of claim be executed properly.

Thank you for your co-operation in this matter.

Sincerely,

Sally E Larson

Sally E. Larson
Inland Pacific Materials, Inc.

RECEIVED
DEC 9 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Gilbert Pacific Corporation
P.O. Box 1016
Camas, WA 98607

Gilbert Pacific Corporation
2910 Three Lakes Rd SE
Albany, Oregon 97321

The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg., Suite 1500
200 SW Market Street
Portland, Oregon 97201

The Aetna Casualty & Surety Co.
151 Farmington Ave
Hartford, CT 06115

December 19, 1985 #9860

Adhesive Engineering Company
1411 Industrial Road
San Carlos, CA 94070

Attention: Rose LaFlamme
Credit Manager

We have received a copy of your letter dated December 3, 1985, to Industrial Indemnity Company of the Northwest, concerning an unpaid account on a contract South of Albany on I-5.

This appears to be the Gilbert Pacific Corporation Contract No. 9860 for grading and paving on the North Albany Interchange-Corvallis/Lebanon Interchange Section of the Pacific Highway in Linn County.

If this is the correct project, under Oregon Law you may file a claim against the prime contractor, Gilbert Pacific. You may do so by addressing a letter to; Department of Transportation, 121 Transportation Building, Salem, OR 97310. Please state in the letter the prime contractor's name, the sub-contractor's name, project description, contract number, amount due, and if it is for labor or materials.

We will file your claim with the Secretary of State, prime contractor, and his surety. My phone number is 378-6526 if you have any questions.

Robert W. Gormsen
COMMISSION SERVICES

FKN/mab

A MEMBER OF THE JEFFERSON CORPORATION FAMILY

ADHESIVE ENGINEERING COMPANY

1411 INDUSTRIAL ROAD
PHONE (415) 592-7900
SAN CARLOS, CALIFORNIA 94070
TELEX 34-8459

December 3, 1985

9860

Industrial Indemmity Co. of the Northwest
421 S. W. 6th Ave.
Portland, Oregon 97204

Subject - Walts Concrete
Bond # YT 855-1923, dated 9/11/84

Gentlemen,

We hereby give you formal notice of our intention secure money due us under the payment and performance bond you hold on Walt's Concrete. Our current balance is $6617.76 which is the $6425.00 due on our invoice No. 12404, dated August 30th, and service charges for late payment under our net 30 day terms of $192.76.

The job location is I-5 South of Albany for the period of August 12th and 13th. A copy of our invoice is enclosed. We have advised Mr. Dave Barta of Gilbert and Pacific by telephone today of our intention to secure under the bond.

Please confirm acceptance of our claim and forward any forms you may require to my attention.

Sincerely,

Rose LaFlamme
Credit Manager

cc: Mr. Dave Barta, Gilbert & Pacific
Mr. Robert Gormsen, Oregon State Hwy ✓
Walts Concrete

RECEIVED
DEC 9 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Enclosure:

RL/lw

jc

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-4(95)228

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30008

6. TO

12-18-85

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
DEC 19 '85
REFER TO
Potter
FOR
Info | Inves | R/D | U/R

7. DATE AUTHORIZATION EFFECTIVE April 11, 1985

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
North Albany Interchange - Corvallis/Lebanon Interchange Section

11. GENERAL DESCRIPTION OF WORK
Temporary repairs to illumination wiring.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 4-11-85 as requested in Mr. Fredrickson's letter of 12-13-85 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 4 is approved to a TEC of $2,000;
Federal Funds $1,844.

14. DATE 12/18/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

December 10, 1985

CON 5
#9860

Gilbert Pacific Corp.
2910 Three Lakes Road
Albany, OR 97321

Attention: Lloyd Neal
Project Superintendent

Thank you for your letter dated November 22, 1985, concerning a recent claim filed by Inland Pacific Materials against your Contract No. 9860.

As you requested, we are forwarding your letters to the Secretary of State for filing with the claim letter.

Robert W. Gormsen
COMMISSION SERVICES

cc: Secretary of State
Public Records Section
Capitol Building
Salem, OR 97310

FKN/mab

GILBERT PACIFIC CORP.

November 22, 1985 Serial Letter 5002-J163

Oregon Department of Transportation
121 Transportation Building
Salem, OR 97310

ATTN: Robert Gormsen
Commission Services

SUBJECT: Claim Filed by Inland Pacific Materials, Inc.

REFERENCE: N. Albany Interchange-Corvallis/Lebanon Interchange
Contract No. 9860
FAP No. IR-5-4(95)228

Dear Mr. Gormsen:

We appreciate your forwarding the claim information to us. This was the first we had heard of the problem.

Gilbert Pacific Corp. believes this is an invalid claim because payment has been timely, in conformance with the Subcontract, and is current. Please refer to the enclosed copy of the letter we sent Inland Pacific Materials, Inc. today which references this subject.

I am requesting a copy of both letters be forwarded to the Secretary of State for filing with the claim letter as Gilbert Pacific Corp. takes strong exception to this claim.

Should you have any questions regarding this subject, please call me at 928-4448.

We appreciate your attention to this matter.

Sincerely,

GILBERT PACIFIC CORP.

Lloyd Neal

Lloyd Neal
Project Superintendent

LN//mb

pc: District Office
Job File

RECEIVED
NOV [illegible] 1985
[illegible] SERVICES
[illegible]

GILBERT PACIFIC CORP.

November 22, 1985

Inland Pacific Materials, Inc.
1420 East Third Street
Kennewick, WA 98336

ATTN: Sally E. Larson, Controller

SUBJECT: Claim Against Gilbert Pacific Corp.

Dear Sally:

It has come to my attention that you filed a claim against Gilbert Pacific Corp. on October 15, 1985 for $60,257.09. This claim was registered with the State of Oregon Department of Transportation and also with our surety, Aetna Casualty and Surety Company.

We wish to inform you that this is an invalid claim due to the fact that you have been paid all monies due at this time. Please refer to section two of your Subcontract which specifically states that we are not required to pay you until ten days after we receive payment from the Owner.

As you are aware from conversations with our Project Engineer, the amount you claim to be due is disputable because of questionable backcharges. In addition, I requested credit for the short haul we arranged for on the final removal of median barrier. Please refer to the enclosed copy of the letter dated September 30, 1985. We assess this haul credit to be $3,662.50.

This letter will serve as notice to Inland Pacific Materials, Inc. that Gilbert Pacific Corp. is considering legal action against Inland Pacific Materials, Inc. for the filing of this unvalid claim. A copy of this letter will be sent to the Owner and to our surety. In addition, we will withhold any further payments when they come due until such time that Inland Pacific Materials, Inc. removes the claim against our bond.

We would appreciate your prompt attention to this serious matter.

Sincerely,

GILBERT PACIFIC CORP.

Lloyd Neal

Lloyd Neal
Project Superintendent

LN//mb

pc: District Office
Job File
Surety
Oregon Dept. of Transportation

GILBERT PACIFIC CORP.

September 30, 1985

Inland Pacific Materials
1420 East 3rd
Kennewick, WA 99336

ATTN: Mike Flynn

SUBJECT: Credit for Short Haul of Median Barrier

Dear Mike:

As you are aware, your original bid price for the removal of the concrete median barrier was for a haul to J. B. Rock Products. Due to additional effort and expense on the part of Gilbert Pacific, we have secured a local site which is considerably closer. This is the site you have already utilized, that being Hertz's yard behind the T & R Restaurant and Truck Stop.

Gilbert Pacific is hereby requesting a credit for the shorter haul on the removal of this median barrier. Gilbert Pacific would be willing to work with Inland Pacific Materials to come to a satisfactory agreement on the credit to be allowed or we would be willing to allow this credit to offset backcharges currently outstanding from Inland Pacific to Gilbert Pacific.

We appreciate your attention and consideration of this matter.

Sincerely,

GILBERT PACIFIC CORP.

Lloyd Neal

Lloyd Neal
Project Superintendent

LN//mb

pc: District Office
Job File

[illegible] 1985

Ætna
Commercial Insurance Division
151 Farmington Avenue
Hartford, CT 06156
(203) 273-0123

December 3, 1985

Mr. Robert W. Gormsen
State of Oregon
Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr. Gormsen:

PRINCIPAL: GILBERT PACIFIC CORPORATION
CLAIMANT: INLAND PACIFIC MATERIALS, INC.
PROJECT: NORTH ALBANY INTERCHANGE - CORVALLIS/LEBANON INTERCHANGE SECTION, PACIFIC HIGHWAY, LINN COUNTY
CONTRACT NO: 9860

This will acknowledge receipt of your letter dated November 18, 1985, wherein you advised that Inland Pacific Materials, Inc., has an unpaid account in the sum of $60,215.09 for materials and supplies provided to Gilbert Pacific Corporation.

As a matter of service, we are referring your correspondence to the attention of Mr. Terry Bartel, Regional Supervisor of our Omaha Claim Office. That Office is located at 4 Regency Plaza, 10040 Regency Circle, Omaha, Nebraska 68114. Mr. Bartel will arrange for an investigation by one of his associates.

Meanwhile, since our information is limited, you will recognize that our attention to this matter is without prejudice to the interest of any party.

Sincerely,

Timothy J. Supple, Analyst
Bond Claim Division
hp

cc: Terry Bartel, Regional Supervisor, Omaha CID Claim

no resp. nec.

RECEIVED
DEC 9 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON
HIGHWAY DIVISION - TRAFFIC SECTION

INTEROFFICE MEMO
TRA 24

TO: Larry Rulien
State Highway Engineer

DATE: November 21, 1985

FROM: L. E. George
Traffic Engineer

SUBJECT: LOGO Signs
North Albany Interchange
Corvallis-Lebanon Interchange Section
Pacific Highway

During the construction of the above project, the northbound logo signs for the Santiam Highway Interchange were removed. Because of the contractors' scheduling, these signs were out of service from the middle of June until the first week in November. The Travel Information Council feels obligated to refund the monthly rental fees to the merchants who had rented space on these signs. Because this situation resulted from a Highway Division contract, it would seem appropriate that the Highway Division reimburse the Travel Information Council for the rental fees to be refunded. The Travel Information Council has informed us that the total monthly rental fees for the signs involved is $146 per month or $730 for the five months the signs were out of service.

Therefore, it is requested that you authorize the expenditure of $730 from Contract No. 9860 to reimburse the Travel Information Council for revenue lost due to this contract.

With your approval, an "Anticipated Item" will be included in future contracts where construction may affect logo or tourist oriented directional signs to reimburse the Travel Information Council for lost revenue.

L. E. George
Traffic Engineer

cc: W. G. Anhorn

SRW:lp/dpy

Bill—

11-27

Why is it appropriate to guarantee that these Logo signs will always be in place during construction? Seems like that is a condition & possibility that T.I.C. needs to deal with

R

CL1985-0211

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 19 1985
BARBARA ROBERTS
SECRETARY OF STATE

November 18, 1985

Inland Pacific Materials, Inc.
1420 East 3rd
Kennewick, WA 99336

CON 5
#9860

IN REPLY REFER TO FILE NO.:

Attention: Sally E. Larson
Controller

This will acknowledge your letter of October 15, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Inland Pacific Materials, Inc.
AMOUNT:	$60,257.09
FOR:	Labor and materials
AGAINST (Prime contractor):	Gilbert Pacific Corp.
CONTRACT NO.:	9860
PROJECT:	N. Albany Interchange-Corvallis/Lebanon Interchange Section, Pacific Highway, Linn County
SURETY:	The Aetna Casualty & Surety Company

We will advise the surety and prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Gilbert Pacific Corp.
P.O. Box 1016
Camas, WA 98607

The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg., ~~Suite 1500~~
200 S.W. Market Street
Portland, OR 97201

The Aetna Casualty & Surety Co.
151 Farmington Avenue
Hartford, CT 06115

RECEIVED
NOV 2 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

INLAND PACIFIC MATERIALS, Inc.
1420 East 3rd. · Kennewick, Washington 99336
(509) 586-3117

October 15, 1985

Oregon State Highway Department
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Attn: Robert Gormsen
Commission Services

Dear Mr. Gormsen,

This letter is to notify you that Concrete Products Incorporated has supplied Gilbert Pacific Incorporated with the labor and materials for the remove and reset as well as remove to stockpile of median barrier valued and invoiced at $112,811.40 of which $52,544.31 has been paid leaving a balance due of $60,257.09.for Oregon State Highway Department Contract 9860 North Albany I/C - Corvallis Lebanon I/C Pacific Highway in Lind County. Because Concrete Products Incorporated has not been paid as invoiced we are filing this claim with the Oregon State Department of Transportation. Please notify Gilbert Pacific as well as their surety.

Sincerely,

Sally E Larson

Sally E. Larson
Controller
Inland Pacific Materials, Inc.

SEL/sl

claim to be filed
from Inland Pacific
matl. (not concrete
Products Inc) per
phone call to Sally
Larson

RECEIVED
OCT 18 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PTL—EUGENE
J. L. JOHNSON
Manager

Pittsburgh Testing Laboratory

October 21, 1985

Highway Engineering Department
Transportation Building
Salem, OR 97310
Attn: Larry Rulien

RE: Highway Construction Projects
Independent Inspection & Testing

Dear Mr. Rulien:

Pittsburgh Testing Laboratory was pleased to participate in the inspection and testing of portland cement concrete for the Albany to Lebanon/Corvallis Interchange project.

It is our understanding that the recent trend toward increasing the contractor's responsibility for material quality control on State and Federal highway projects is currently being evaluated. We would like to contribute our observations to this discussion. Our experience suggests that there are significant philosophical, practical, and economical reason for the O.S.H.D. to engage an independent testing agency to perform these quality control and inspection functions on future projects.

We would welcome the opportunity to discuss these observations and suggestions with you at your convenience. We will contact you in the next few days to arrange a meeting.

Sincerely,
PITTSBURGH TESTING LABORATORY

Jerry L. Johnson
Jerry L. Johnson, Manager
Eugene District

Cy Rulien
fyi

RECEIVED
STATE HWY ENGR
OCT 22 '85
REFER TO Pat
FOR

Info	Inves	R/D	D/H	Sign	Act	File

cy – Fredrickson
Sullivan
Litchfield
11/14

Have arranged a meeting for 8:00 A.M. Nov. 20th in my office. Please plan to attend.
WEB 10/25

They are interested in the Concrete work coming up on I-5 in the Salem-Eugene-Roseburg area

545 CONGER STREET • EUGENE, OREGON 97402 • (503) 484-9212
SERVING WORLDWIDE THROUGH FIFTY FACILITIES

9860 CL1985-0187

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 22 1985
BARBARA ROBERTS
SECRETARY OF STATE

October 21, 1985

Gary & Merle's Tire Service, Inc.
906 Old Salem Road N.E.
Albany, OR 97321

CON 5
#9860

IN REPLY REFER TO
FILE NO.:

This will acknowledge your letter of October 10, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Gary & Merle's Tire Service, Inc.
AMOUNT:	$8,004.81 plus interest for October of $120.07
FOR:	Tire service
AGAINST (Prime contractor):	Gilbert Pacific Corp.
CONTRACT NO.:	9860
PROJECT:	N. Albany Interchange-Corvallis-Lebanon Interchange Section, Pacific Highway, Linn County
SURETY:	The Aetna Casualty & Surety Company

RECEIVED
OCT 24 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
11-19-85 BR

cc: Gilbert Pacific Corp.
P.O. Box 1016
Camas, OR 98607

The Aetna Casualty & Surety Company
151 Farmington Ave.
Hartford, CT 06156

The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg., Suite 1300
200 S.W. Market St.
Portland, OR 97201

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

gary & merle's tire service, inc.

October 10, 1985

Oregon State Dept. of Transportation
121 Transportation Building
Salem, Or. 97310

RE: K-Lines per our conversation Oct. 10, 1985.

Attn: Mr. Gormson

On February 13, 1985 K-Lines, Inc. opened an account with us. We were to provide tire service for their trucks on the I-5 project through Albany. Their contract # is 9860.

They paid us through March 29, 1985. They continued to do business with us, failed to pay us, and were finally COD in August, 1985.

At this time they owe us $ 8004.81 plus interest for October of $ 120.07.

We've made every effort to contact them to work out a payment schedule with no success.

We provided them with the service they needed to keep their trucks moving. We would appreciate any help you can give us to clear this account.

Sincerely,
Gary & Merle's Tire Service, Inc.
Gary Schaeffer
Gary Schaeffer, President

RECEIVED
OCT 11 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

906 Old Salem Rd. N.E. • 928-6625 • Albany, Oregon 97321

N

```
****************************************************
*                                                  *
* DELIVER TO: W. E. SCHWARTZ                       *
*                                                  *
*                                                  *
* ORIGINAL                                         *
* SENT:          10/14/85  TIME: 09:17             *
* FROM:          KEN STONEMAN                      *
* SUBJECT:       RESCINDING WIDTH RESTRICTION      *
* PRINT DATE:    10/14/85  TIME: 15:38             *
*                                                  *
****************************************************
```

N ALBANY INTCHG - CORVALLIS LEBANON INTCHG
PACIFIC HWY (I-5)
LINN COUNTY
CONTRACT 9860

NOTED
W. E. SCHWARTZ

WIDTH RESTRICTION (MP 228.8 TO 231.4)

WIDTH RESTRICTIONS, AS STATED ON 8-20-85 ALL POINTS BULLETIN,REGARDING SUBJECT HIGHWAY ARE RESCINDED EFFECTIVE 10-14-85.
NORTH AND SOUTHBOUND TRAFFIC ARE OPENED TO REGULAR 2-LANE TRAFFIC EACH DIRECTION,ALTHOUGH THERE WILL BE INTERMITTENT LANE CLOSURES THROUGHOUT THE PROJECT, DUE TO REMEDIAL ROAD WORK PERFORMED BY THE CONTRACTOR.

KEN STONEMAN, 378-8135

KS:JR:DSB

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

RECEIVED
SEP 19 1985
OFFICE OF ADMINISTRATION

September 18, 1985

In Reply Refer To
File No.:

M.G. Aydelotte
3410 S.W. Pacific Blvd. No. 27
Albany, OR 97321

This acknowledges your August 30, 1985 letter to the State Highway Division concerning the widening project on ORE 99E south of Albany. I am sorry that you cannot support this project at this time.

You should be aware that both Linn County and the City of Albany strongly support this project. The City, in fact, is financially participating in the project.

You should also know that a strong coordination effort was done during the development stage of this project. The State Highway Division conducted three public information meetings and one public hearing before deciding to pursue the project.

Your letter also voiced concern about the unusual high traffic volume on the highway at the time you wrote the letter. Our records show that a truck accident on the freeway necessitated using 99E as a detour route for several hours.

We appreciate your interest in this matter.

ORIGINAL SIGNED BY
WILLIAM G. ANHORN

William G. Anhorn
REGION ENGINEER

WGA/RTS/kjp

0913K1

bc: Bob Bothman

R. N. BOTHMAN

734-1867 (3-84)

Aug. 30, 1985

Highway Department
State Of Oregon

To Whom It May Concern

Dear Sir:

I'm writing to voice a complaint against the Highway Dept. in regards to Highway 99 going South out of Albany. This road goes thru a residential area. We have LBCC on this road, there are dozens of apartment buildings with small children, etc. And lots of bikers. I understand the Highway Dept. has plans to widen this road. I want to say that this idea is insane. You just don't run a four lane highway thru an area Like this. Right now they've diverted traffic from I 5 over to this road and it's really driving me right out of my skull. At 3:30 this morning I was awakened by a long line of heavy equipment and trucks of every description going by here. The noise was horrendous!!!!! This is what it would be like if a four lane road is made here. There is a far greater need for a wider road to be made of highway 20 from Corvallis to Sweet Home. If you've never traveled that one from Albany to Corvallis, then I suggest you do so and then you'll see what I mean. That road needs desperately to be widened!!!! I most certainly do wish that they'd get the work done on I 5 so the traffic could get back over there. This is madness!! Please give my suggestion some consideration at least. And please leave 99 alone!

Yours truly,

M. G. Aydelotte

NOTED
ROBERT N. BOTHMAN

RECEIVED
STAT. HWY ENGR
SEP - 3 '85
REFER TO
Bothman
FOR

Info	Invest	R/D	D/R	Sign	Act	File
			✓			

Orig to Anhorn for D/R
with bc: to Bothman
9-4-85
Rec.

M. G. Aydelotte
3410 SW Pacific Blvd. #27
Albany, Oregon
97321

State of Oregon Highway Dept.
Transportation Building
Salem, Oregon 97310

OTC

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 5, 1985

In Reply Refer to
File No.
CON 5

TO: Oregon Transportation Commission

Robert N Bothman

FROM: E. S. Hunter for
Acting State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
N. Albany Intch.-Corvallis/Lebanon Intch. Section
Pacific Highway, Linn County
Contract No. 9860

This federal-aid interstate project is approximately two-thirds finished with completion anticipated in December, 1986. It now appears that the final cost will exceed the project authorization by $1,152,000 or ten percent.

During the course of construction, numerous sections of extremely poor subgrade conditions have been encountered. In order to provide sufficient strength, it was necessary to subexcavate the weak areas and backfill with aggregate materials. This reinforcement work has added approximately $827,000 to the cost of the project.

X

Substitution of lean concrete base material for the treated base mixture specified in the contract enabled construction to proceed on schedule in the areas where weak subgrade was encountered. This revision enabled the reconstruction work to be performed without operating conventional wheel loading equipment in the areas of weakness, minimizing the amount of reinforcement work required. Though this substitution added approximately $665,000 to the cost of the project, it conserved more than that amount in reinforcement work eliminated.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $1,152,000 to a new total of $12,441,188.25. This matter will be on the consent calendar for the September 17 meeting.

cc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
George Bell

9-10-85
made cy for
Bothman
kr

7

RECEIVED
DOT DIRECTOR

SEP 06 '85

REFER TO
~~Roley~~

FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: September 17, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
N. Albany Intch.-Corvallis/Lebanon Intch. Section
Pacific Highway, Linn County
Contract No. 9860

This federal-aid Interstate project is approximately two-thirds finished with completion anticipated in December, 1986. It now appears that the final cost will exceed the project authorization by $1,152,000.00 or 10 percent.

During the course of construction, numerous sections of extremely poor subgrade conditions have been encountered. In order to provide sufficient strength, it was necessary to subexcavate the weak areas and backfill with aggregate materials. This reinforcement work has added approximately $827,000.00 to the cost of the project.

Substitution of lean concrete base material for the treated base mixture specified in the contract enabled construction to proceed on schedule in the areas where weak subgrade was encountered. This revision enabled the reconstruction work to be performed without operating conventional wheel loading equipment in the areas of weakness, minimizing the amount of reinforcement work required. Though this substitution added approximately $665,000.00 to the cost of the project, it conserved more than that amount in reinforcement work eliminated.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $1,152,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

NOTED
W. E. SCHWARTZ

OBJ:HHP:mk

Attach.

cc: W. G. Anhorn
B. M. Walton
K. L. Stoneman
D. L. Trout

RECEIVED
STATE HWY ENGR
AUG 30 '85
REFER TO
FOR

Info	Issued	R/D	D/R	Sign	Act	File

81-125-1367

9860

8-21-85

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*************************************************************
*                                                           *
* DELIVER TO: W. E. SCHWARTZ                                *
*                                                           *
*                                                           *
* ORIGINAL                                                  *
* SENT:          08/20/85  TIME: 12:29                      *
* FROM:          KEN STONEMAN                               *
* SUBJECT:       WIDTH RESTRICTION.                         *
* PRINT DATE:    08/21/85  TIME: 08:00                      *
*                                                           *
*************************************************************
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N. ALBANY INTCHGE.-CORVALLIS LEBANON INTCHGE.
PACIFIC HIGHWAY (I-5)
LINN COUNTY
CONTRACT 9860

NOTED
W. E. SCHWARTZ

WIDTH RESTRICTION (MP 228.8 TO 231.4)

UNTILL FURTHER NOTICE, THE SUBJECT HIGHWAY WILL HAVE A RESTRICTED MAXIMUM WIDTH OF 12 FEET IN EACH DIRECTION (ONE LANE NORTHBOUND, ONE LANE SOUTHBOUND) AS TRAFFIC IS BEING DETOURED AROUND THE PRESENT CONSTRUCTION SITE.

THIS SECTION OF CONSTRUCTION IS SCHEDULED FOR REOPENING ON NOVEMBER 1, 1985.

KEN STONEMAN, 378-8135

KS:JR:GJ

jc cc: OSHD(Coulte

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 2	COUNTY Linn	DIVISION Oregon

IN COMPANY WITH
Ken Stoneman, Project Manager; OSHD

DATE OF INSPECTION June 26, 1985	INSPECTION MADE BY W. H. Kappus, Area Engineer	PROJECT NO. IR-5-4(95)228

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 39 %	WORK COMPLETED 58 %

NO. ALBANY INTERCHG. - CORVALLIS/LEBANON INTERCHG.
PACIFIC HIGHWAY I-5)
Grading & Paving

SCOPE OF INSPECTION

This inspection included a review of work completed, work underway and test results.

WORK COMPLETED

Part of Stage I, State II and Stage IV have been substantially completed and are open to traffic. Stage III is under construction. Staging sequence was altered at the request of the contractor.

WORK IN PROGRESS

Removal and recycling of old PCC pavement and base was underway. Sub-excavation and backfilling of subgrade, finish grading and placement of lean concrete was also underway.

COMMENTS

In report #1, a problem with the 4 inch polyethylene longitudinal drain pipe was noted. Several areas of pipe, lacking the specified 4 inch cover of drain rock had been crushed by the paving train's supporting wheels. A critical review of the installation operation disclosed no deficiencies. Close inspection by project personnel revealed the problem. A slight pumping action caused by the loaded concrete trucks delivering concrete to PCC paving operation was causing the flexible polyethylene pipe to "float-up" thru the drain rock to the surface. (Old shoulder surfacing and base had been removed for recycling). The problem was corrected by installing longitudinal drain after PCC placement. Previously placed pipe was thoroughly inspected and all damaged sections corrected.

(Continued)

F

Also noted in report #1 was the lack of water/cement ratio monitoring. The Project Manager instructed the contractor of his contractural obligation to monitor water/cement ratio. Water/cement ratios are being monitored ranging from 0.33 to 0.36 (0.5 max specified). The contractor does not agree that the contract requires such monitoring and has filed an intent to claim.

Aggregate gradations in the lean concrete and CTB produced from recycled PCC and existing aggregate base have fluctuated widely. Variations occur due to changes in reclaiming operations, crushing, stockpiling and a continuous degradation during handling. A considerable effort is being made to produce a consistent specification product. Lean concrete 28 day strengths have ranged from 1550 PSI to 1900 PSI.

An unusual transverse crack has developed in the northbound lanes at approximately Station 1175+50 (under the Grand Prairie Road structure). See the attached pictures. At least two cores will be drilled at the crack to determine why and what corrective action should be taken.

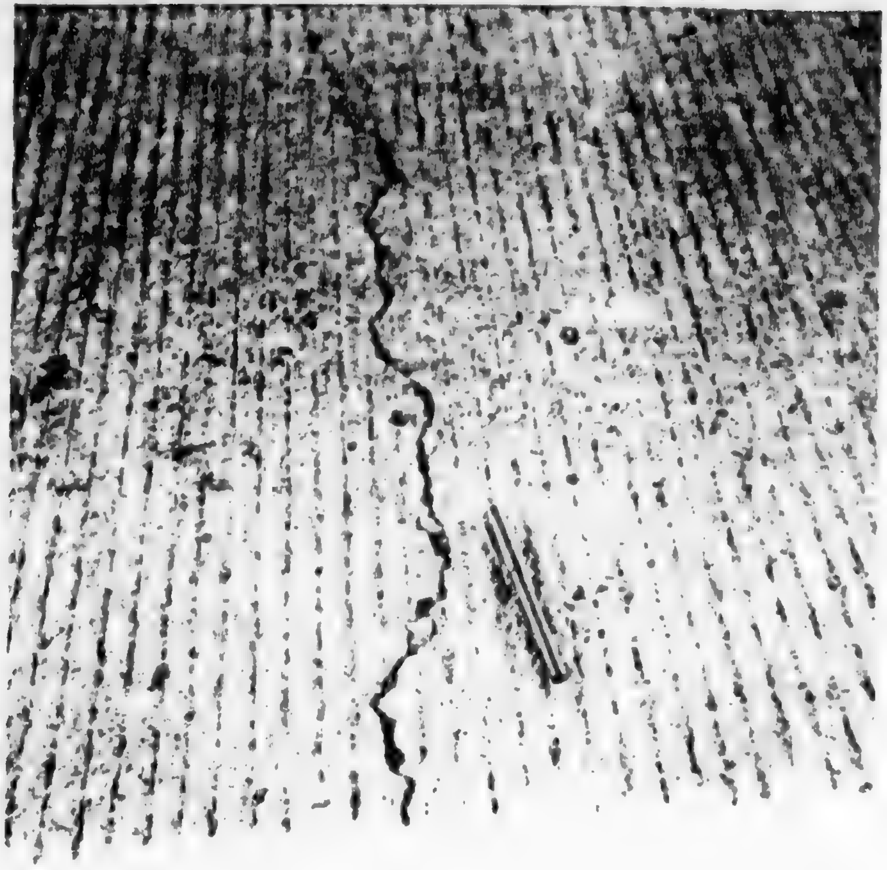
Stages II and IV have been constructed and are open to traffic. Stage II will require considerable grinding to comply with the specified surface profile. Stage IV is much smoother and should require only minor grinding. All expenses associated with obtaining the specified surface profile will be the contractor's responsibility.

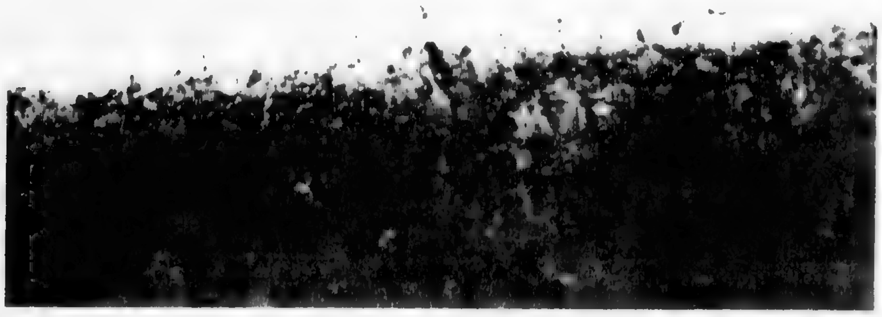
The construction signing and temporary traffic control were reviewed and appeared to be adequate and satisfactorily maintained.

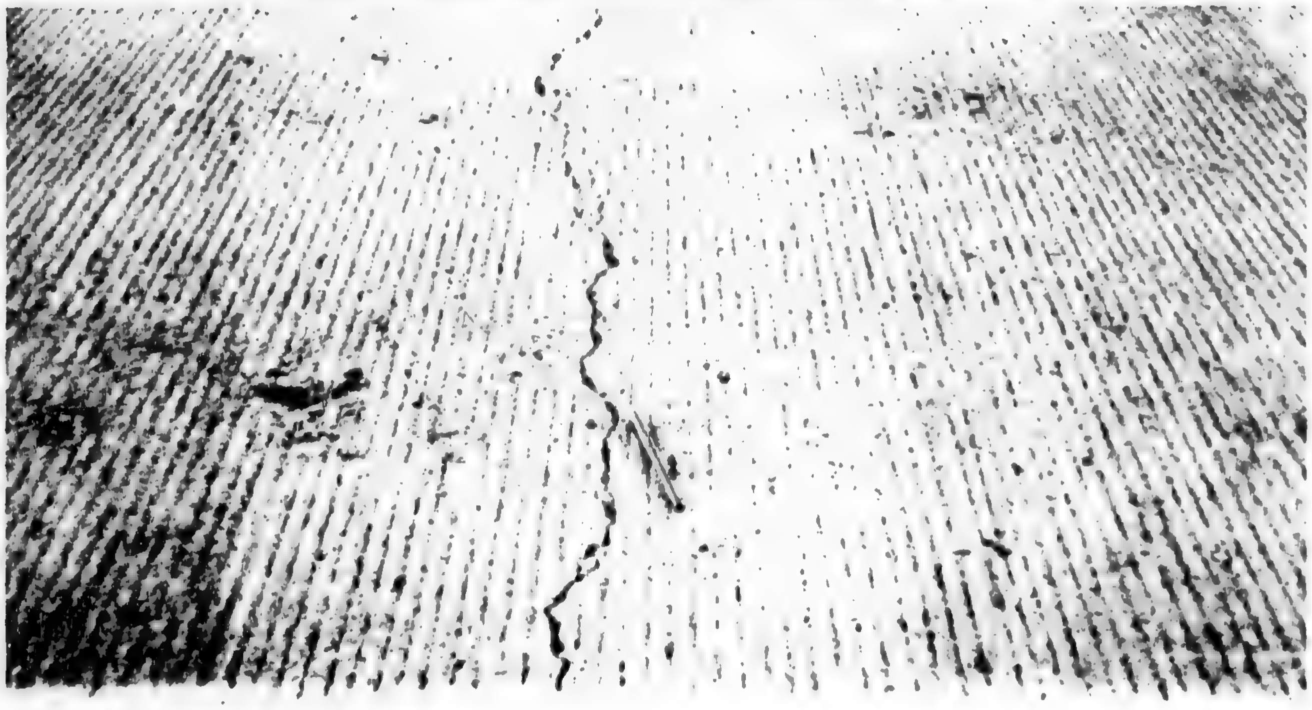
- WHK -

RECEIVED
STATE HWY ENGR
JUL 11 '85
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

cy
7/15







U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

June 20, 1985
IN REPLY REFER TO
HPR.1-OR/430.2

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

copy [illegible] [illegible] waste material,

Dear Mr. Coulter:

Flyash in Continuously Reinforced
Concrete Pavements and Lean Concrete
IR-5-4(95)228, Linn County

Mr. R. C. Blensly's June 12, 1985 letter submitted a proposed work plan for the subject experimental project. We have reviewed the work plan and it is hereby approved.

Sincerely yours,

Dale E. Wilken
Division Administrator

cc:
OSHD (Gary Pottery, Prgm Mgmt)
Region (010.6) Cy State Ltr, Work Plan, & Form 1461
Wash DC (HHO-41) Cy of Work Plan, State Ltr, & Form 1461

RECEIVED
STATE HWY ENGR
JUN 24 '85
REFER TO Blensly
FOR

Info	Inves	R/D	J/R	Sign	Act	File
					X	

[illegible] 6-26

RNB
THA

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*****************************************************
*                                                   *
* DELIVER TO: H. S. COULTER                         *
*                                                   *
*                                                   *
* ORIGINAL                                          *
* SENT:          06/13/85  TIME: 11:02              *
* FROM:          KEN STONEMAN                       *
* SUBJECT:       WIDTH RESTRICTIONS                 *
* PRINT DATE:    06/13/85  TIME: 11:09              *
*                                                   *
*****************************************************
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N. Albany Intchge.-Corvallis Lebanon Intchge.
Pacific Highway (I-5)
Linn County
Contract No. 9860

Width restrictions due to stage construction

On June 15, 1985, reconstruction of about 3 miles of the northbound subject highway from MP 231 to MP 234 (N. Albany Intchge.) will be completed. At this time the present traffic pattern will be modified in preparation for reconstruction of a 4 mile section of the northbound lanes from MP 227 (Corvallis Lebanon Intchge.) to MP 231.

With the opening of the newly constructed portion of freeway, the northbound lanes will carry traffic going north and have no width restrictions. Traffic going south will remain in its present southbound lane and be restricted to a maximum width of 16 feet. This pattern will remain in effect for 4 days, at which time the northbound traffic will be detoured on to one lane of the southbound section of freeway and be restricted to a maximum width of 16 feet.

This stage of construction (MP 227-231) is scheduled for completion on August 31, 1985.

Ken Stoneman 378-8135

KS:JR:gj

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Research Section
1174 Chemeketa Street NE, Salem, OR 97310

In Reply Refer to
File No RES 6

June 12, 1985

To: Dale E. Wilken
Division Administrator, FHWA

From: R.C. Blensly
Research Section

Subject: Proposal for an Experimental Feature Project:
Evaluation of Flyash in Continuously Reinforced Concrete Pavements and Lean Concrete — N. Albany - Corvallis/Lebanon Interchange Section, Pacific Highway (I-5)

At the request of the Oregon Paving Committee, and pursuant to previous discussions with Glen Hossner, John Price and Elton Chang on your staff, we have prepared the attached proposal for an Experimental Features Project. This project is designed to evaluate the use of flyash in continuously reinforced concrete pavement and in lean concrete, with the intent of determining whether or not flyash should be allowed in Oregon concrete.

We request your approval of this project so that we may proceed expeditiously.

cc: R.N. Bothman ✓
D.O. Christensen
C.O. Fredrickson
Bill Anhorn
Gary Potter
Vern Skoog
Jack Sullivan

R. N. BOTHMAN

RECEIVED
STATE HWY ENGR
JUN 14 '85
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Proposal for an Experimental Feature Project

Evaluation of Flyash in CRC Pavements and Lean Concrete

Title: Evaluation of Flyash in Continuously Reinforced Concrete Pavements and Lean Concrete

Problem Statement:

The use of flyash in concrete is being recommended nationwide as a means of utilizing a byproduct of air pollution control equipment. Because the literature has reported some mixed reviews of the use of flyash in concrete, and because Oregon's initial experience with flyash has been that it increases the curing time until full strength is reached, the Oregon Paving Committee is concerned that the use of flyash without restriction may not be prudent.

The Oregon Division Office FHWA has notified the Oregon Highway Division that beginning January 4, 1986, the use of flyash in concrete must be allowed unless OSHD documents why it should not be used. In order to assure that the use of flyash is not detrimental to continuously reinforced concrete pavements, and as a means of providing the required documentation, the Oregon Paving Committee has decided to pursue a full scale test section which incorporates flyash and non-flyash continuously reinforced concrete pavement in a "side-by-side" evaluation.

Objectives:

The objectives of this project are fourfold:

1. To test and evaluate the physical characteristics of flyash concrete in comparison to non-flyash concrete. Tests will be conducted to see if flyash concrete meets OSHD specifications for compressive and flexural strength, and if the current specifications for flyash can be used without modification in flyash concrete.
2. To document the differences in construction characteristics, if any, between flyash concrete and non-flyash concrete, and to determine if the use of flyash concrete poses any significant construction problems.
3. To document the differences in construction costs between flyash concrete and non-flyash concrete.
4. To evaluate the long term performance of flyash concrete compared to non-flyash concrete over a period of 5 years to determine if there are any significant differences in durability. .
5. To determine if the current procedures for designing non-flyash

concrete pavements are applicable to the design of flyash concrete pavements.

Benefits:

This project will provide the Oregon State Highway Division with the data needed to make an informed decision on the use of flyash in Oregon continuously reinforced concrete pavements. If the use of flyash is determined to be detrimental, this research would avoid the expenditure of limited public funds for a material that does not perform as well or as cost-effectively as conventional pavements. If the use of flyash is determined to be beneficial, it would help to promote the use of a readily available byproduct.

Implementation:

The results of this project will be implemented in two stages. The first stage will end with the preparation of an interim report documenting the laboratory results and preliminary field construction evaluations. This report will also include recommendations to the Paving Committee regarding the use of flyash concrete in Oregon pavements. The interim report will be completed within four months after the placement of all the flyash concrete in the test section.

The second stage will document the durability of flyash concrete. Starting with the evaluation of concrete cores for compressive strength, surface permeability, and abrasion resistance, an addendum to the Stage 1 Interim Report will be prepared within two months after the concrete cores have been taken (approximately eight months after the placement of all the flyash concrete in the test section.) The second stage will end with the preparation of a final report after five years of field monitoring and evaluation. This report will document the results of performance monitoring and will make final recommendations for the long-term use of flyash concrete.

Work Plan:

The project will be conducted by various sections within the Oregon State Highway Division, including the Research Section, the Materials Section, the Region office (Project Manager), and the Construction Section.

The Project will be conducted in five phases as follows:

1. Literature Search

   The Research Section will conduct a literature review of any previous experience with flyash in concrete. This review will investigate the use of flyash by Oregon and others, concentrating on the results of past materials testing and field evaluations. The results of this literature review will be included into the interim report, and the information will be made available to the Materials Section as early as possible, so they can incorporate the results into the testing design if appropriate.

2. Pre-Construction Materials Evaluation

   The Materials Section will develop the flyash concrete mix designs for both the lean concrete base and the continuously reinforced concrete. They will conduct laboratory testing as needed prior to construction. This will include testing of the flyash, cement, aggregate, additives and concretes to be used on the actual project.

3. Evaluation and Testing During Construction

   The Region Project Manager will conduct all field sampling and field tests required under the contract provisions, and any additional test requested by the Materials Section. All samples and test results will be submitted to the Materials Section in a timely manner.

   In addition to testing, the Project Manager will observe the lean concrete and continuously reinforced concrete construction activities and note any significant differences in construction performance between flyash concrete and non-flyash concrete. The results of this evaluation will be documented in a report and forwarded to the Construction Section for review and evaluation.

   The Construction Section will then provide any additional analysis necessary, including the comparative evaluation of costs, and forward a report to the Research Section for inclusion in the interim report.

   The Materials Section will conduct all of the laboratory tests required under the contract provisions, and any other tests they consider appropriate. This will include routine compression strength tests of concrete cylinders at 7 and 28 days, additional compression strength tests of concrete cylinders at 14 and 60 days, and routine testing of beam flexural strength (with additional cylinders sampled as needed for the additional tests.)

Six months after the flyash concrete is placed, the concrete will be cored and tested for compressive strength, surface permeability, abrasion resistance, and resistance to freeze-thaw effects. Within 3 months after flyash concrete placement, the Materials Section will forward a summary of all test results to the Research Section for inclusion in the interim report.

4. Evaluation of Construction Unit Costs

The Construction Section will compare the unit costs of flyash concrete construction vs. the unit costs of non-flyash concrete construction. A summary of this evaluation will be forwarded to the Research Section for inclusion in the interim report.

5. Interim Report

Within 4 months after flyash concrete placement, the Research Section will compile and summarize all of the project findings and prepare a recommendation for the use of flyash concrete in an interim report. This report will be circulated to the members of the OSHD Paving Committee and will be used to develop an OSHD position with regard to the use of flyash in concrete.

6. Long-term Monitoring and Final Report

Following the completion of core testing by the Materials Section (approximately eight months after final placement of the flyash concrete), the Research Section will publish an addendum to the Interim Report which will contain the results from this additional testing. In addition, the Research Section will schedule the flyash concrete test section and an adjacent control section for long-term performance monitoring. These test sections will be monitored once a year for five years. Monitoring will include observation and documentation of levels of cracking, weathering, spalling, and rut depths. At the end of five years, a final report will be prepared documenting the overall findings of the long-term monitoring, with a recommendation on the long-term use of flyash in CRC pavements.

Estimated Project Costs and Distribution:

The proposed project will result in additional testing, evaluation, and reporting costs. For the most part, these additional costs will be incurred by the Research and Materials Sections. It is assumed that the additional costs incurred by the Project Manager, Region Office and Construction Section will be born by additional construction engineering funds authorized by the Project Manager and the FHWA Area Engineer, and will not be discussed further.

The following tables summarize the cost estimates developed by the Research and Materials Sections:

EVALUATION OF FLYASH IN CONTINUOUSLY REINFORCED CONCRETE PAVEMENTS AND LEAN CONCRETE

Research Section Estimated Costs

Task	Estimated Time (Hours)*		Estimated Cost ($)
	HE-1	HE-4	
Stage 1 — Literature and Interim Report			
Literature Review	80	40	1425.00
Stage 1 Report	150	40	2040.00
Printing	25 Copies @ 50 pgs		65.00
Estimated Stage 1 Costs			3530.00
Stage 2 -- Addendum to Interim Report, Long-term Monitoring, and Final Report			
Addendum to Int. Rpt.	20	10	350.00
Long-term Monitoring	16 hrs/yr	4 hrs/yr	1100.00
Final Report	40	10	1300.00
Estimated Stage 2 Costs			2750.00

Research Section Cost Distribution

Stage 1: Construction Engineering Prefix

Stage 2: Experimental Features (086-5160-616) or State Funding (5801-900)

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* Hourly charges based on monthly salaries of:

HE-1	$1743.00	($10.06 per hour)
HE-4	$2707.00	($15.62 per hour)

EVALUATION OF FLYASH IN CONTINUOUSLY REINFORCED CONCRETE PAVEMENTS AND LEAN CONCRETE

Materials Section Estimated Costs

Task		Number				Additional Cost
Mix Design		1				340.00
		Control	Flyash			
Cylinders	7-day	—	4			
	14-day	4	4			
	28-day	—	4			
	60-day	4	4			
	90-day	4	4			
	Total	12	22	=	34 @ $15	510.00
Beams	7-day	--	2			
	14-day	2	2			
	28-day	--	2			
	60-day	2	2			
	Total	4	8	=	12 @ $40	480.00
Cores	Compressive	5	5	=	10 @ $36	360.00
	Freeze/Thaw	3	3	=	6 @ $36	216.00
	Abrasion					300.00
	Surface Permeability			5 hrs	@ 36	180.00
	Misc. Labor					200.00
Cement	Chemical	Normal				—
	Physical	Normal				—
Flyash	All Tests				$250/50T X 2 =	500.00
Misc Expenses						414.00
Total Estimated Materials Costs						3500.00

Materials Section Cost Distribution

Stage 1 and 2: 5801-940

TOTAL ESTIMATED PROJECT COSTS STAGE 1 AND 2:
(Research + Materials) $9780.00

RCS HHO-30-19

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

EXPERIMENTAL PROJECT REPORT

EXPERIMENTAL PROJECT

EXPERIMENTAL PROJECT NO. (STATE YEAR – NUMBER SUF.) 1 OR 85 – 01

CONSTRUCTION PROJ. NO. 8 TR-5-4(95)228

LOCATION 28 Linn County

EVALUATION FUNDING 48
1 ☒ HP&R
2 ☐ CONSTRUCTION
3 ☐ DEMONSTRATION
4 ☐ IMPLEMENTATION

NEEP NO. 49

PROPRIETARY FEATURE? 51 ☐ YES ☒ NO

SHORT TITLE

TITLE 52 Flyash in continuously reinforced pavements and lean concrete

THIS FORM

DATE 140 MO. 06 – YR. 85

REPORTING 144 1 ☒ INITIAL 2 ☐ ANNUAL 3 ☐ FINAL

KEY WORDS

KEY WORD 1 145 Pavement Concrete

KEY WORD 2 167 Cement

KEY WORD 3 189 POZZOLAN

KEY WORD 4 211

UNIQUE WORD 233 FLYASH

PROPRIETARY FEATURE NAME 255

CHRONOLOGY

Date Work Plan Approved: MO. – YR.	Date Feature Constructed: MO. – YR.	Evaluation Scheduled Until: MO. – YR.	Evaluation Extended Until: MO. – YR.	Date Evaluation Terminated: MO. – YR.
277	281 09 – 85	285	289	293

QUANTITY AND COST

QUANTITY OF UNITS *(Rounded to whole numbers)* 297

UNITS 305
1 ☐ LIN. FT.
2 ☐ S.Y.
3 ☐ S.Y.-IN.
4 ☐ C.Y.
5 ☐ TON
6 ☐ LBS.
7 ☐ EACH
8 ☐ LUMP SUM

UNIT COST *(Dollars, Cents)* 306

AVAILABLE EVALUATION REPORTS

315 ☐ CONSTRUCTION ☐ PERFORMANCE ☐ FINAL

EVALUATION

CONSTRUCTION PROBLEMS 318
1 ☐ NONE
2 ☐ SLIGHT
3 ☐ MODERATE
4 ☐ SIGNIFICANT
5 ☐ SEVERE

PERFORMANCE 319
1 ☐ EXCELLENT
2 ☐ GOOD
3 ☐ SATISFACTORY
4 ☐ MARGINAL
5 ☐ UNSATISFACTORY

APPLICATION

320
1 ☐ ADOPTED AS PRIMARY STD.
2 ☐ PERMITTED ALTERNATIVE
3 ☐ ADOPTED CONDITIONALLY
4 ☐ PENDING
5 ☐ REJECTED
6 ☐ NOT CONSTRUCTED

(Explain in Remarks if 3, 4, 5, or 6 is checked)

REMARKS

321

700

FORM FHWA 1461
(REV. 8-79)

Previous Editions are Obsolete

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 30, 1985

In Reply Refer to
File No.:
DES 22

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Copy RWE
[illegible]

Specifications for Fly Ash
Your File HFO.4/5-OR/435

In answer to your May 17 request, I am enclosing a copy of our usual special provisions covering the use of fly ash in structural concrete (for bridges). Essentially, the same requirements are used for cement treated base for roadways.

We are currently experimenting with the use of fly ash in portland cement concrete pavement and lean concrete on a 2,000-foot section of the North Albany Interchange-Corvallis/Lebanon Interchange Section of the Pacific Highway, Contract No. 9860, Project No. IR-5-4(95)228.

Duane O. Christensen
E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

Enc.

bc H. S. Coulter
W. E. Schwartz
D. O. Christensen
T. W. Litchfield

TWL:ja

RECEIVED
JUN 3 1985
ROAD DESIGN
SECTION
1 RDE
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2 LE
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PDE
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QTE

2-84 504.32(a) General - On page 299 of the Standard Specifications delete the test for "Consistency ...... AASHTO T 183."

504.32(d) Fly ash - At the request of the Contractor, fly ash may be utilized in concrete in the proportions proposed by the Contractor subject to approval by the Engineer and in compliance with the following:

1. The use of fly ash in bridge decks or concrete incorporating prestressing steel strands will not be permitted.

2. Fly ash for use in substructure work, walks, curbs, barriers and other noncritical structures will be considered as a substitute for portland cement for a minimum of 10 percent to a maximum of 20 percent by weight of portland cement. 9-84

The substitution rate for fly ash shall be as follows:

Class Fly Ash	Fly Ash/Cement Substitution Rate (lb./lb.)
Class F	1.25
Class C	1.00-1.25

3. Entrained air in fly ash concrete shall be 4 to 7 percent.

Representative samples (200 pounds each of both coarse and fine aggregates, 20 pounds of portland cement and 20 pounds of fly ash) of specification materials to be used in the mixture shall be furnished to the Engineer. These samples and the proposed substitution rate of fly ash shall be received at the Engineering Laboratory Building in Salem at least 40 days prior to producing any of the mixture for use on the project. The Contractor shall not produce P.C.C. mixture containing fly ash for the project until written permission is received from the Engineer. 9-84

The Contractor's request to use fly ash shall include a single substitution percentage and a single replacement ratio for each class of concrete in which fly ash is proposed. Two trial batches will be made by the Engineer at no cost to the Contractor. The cost of additional trial batches required to obtain an acceptable mix design using fly ash shall be borne by the Contractor.

No cement adjustment will be made for the amount of cement reduced by the substitution of an approved percentage of fly ash.

(Use the following aggregate and fly ash material specifications on all projects.)

Coarse Aggregate - Delete the last paragraph of subsection 703.02(f-2) and substitute the following:

The coarse aggregate shall not contain more than 5% by weight of pieces having any dimension greater than twice the maximum screen size for the specified grading.

Fly Ash - Fly ash shall be Class C or Class F conforming to ASTM C 618 including Tables 1, 1A, 2, and 2A except that:

1. Loss on Ignition (LOI) shall be 1.5 percent maximum.

9-84 2. Moisture content shall be 1 percent maximum.

3. Amount retained on the No. 325 sieve shall be 30 percent maximum.

4. Available alkalies, as Na_2O shall be 2.0 percent maximum.

5. In Table 2A, Mortar Expansion for the job mixture at 14 days shall be less than or equal to the control at 14 days.

6. When the available alkalies as Na_2O are greater than 1.5 percent and less than or equal to 2 percent, fly ash shall not be allowed in areas of potentially reactive aggregates, as determined by the Engineer of Materials.

Prequalification of Fly Ash - The sources of fly ash shall be prequalified by the Engineer of Materials before use on this project. The prequalification shall not be more than one year old. Sampling and testing of fly ash for prequalification shall conform to ASTM C 311 except that one 20-pound test sample shall be submitted in a sealed container and shall be a composite sample representing 2000 tons of fly ash production. The sample shall be received at the Engineering Lab at least 8 weeks before its proposed use on the project. 9-84

Fly ash that has been prequalified will be accepted for immediate use provided the requirements of certification as set forth in subsection 106.08 of the Standard Specifications are met.

Job Control - For each 50 tons of each class of fly ash used on this project, a 10-pound sample will be tested for fineness, moisture content, specific gravity, loss on ignition, soundness and air entrainment of mortar. A minimum of one sample will be tested for each class of fly ash.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

RECEIVED
MAY 23 1985
ROAD DESIGN SECTION
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Copy All
Return To
B/U / /

May 17, 1985

In Reply Refer To
HFO.4/5-OR/435

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Use of Fly Ash in Highway Construction

Enclosed is a memorandum from our Washington office which requests information from state highway agencies regarding quality control procedures that are currently being used for acceptance of fly ash. This information could include your current project specifications and any other acceptance procedures you may have for the acceptance of fly ash. The information will be used by FHWA in putting together a package on the use of fly ash.

This information should be submitted to the Division office.

The memorandum also includes information regarding the Environmental Protection Agency's (EPA) efforts to develop a guideline on uses of power plant ash in transportation construction. Further developments in this area will be transmitted to you as they become available.

Sincerely yours,

G. K. [illegible]
for Dale E. Wilken
Division Administrator

Enclosure:

Memorandum

RECEIVED
STATE HWY ENGR
MAY 21 '85
REFER TO
Hunter
FOR
File

cy
WES

U.S. Department
of Transportation
**Federal Highway
Administration**
Washington, D.C. 20590

Memorandum

Subject: Use of Fly Ash in Highway Construction

Date: APR 19 1985

From: Chief, Construction and Maintenance Division
Office of Highway Operations

Reply to Attn. of: HHO-33

To: Regional Federal Highway Administrators
Region 1-10

Please refer to Deputy Administrator Lamm's memorandum of January 4 concerning the use of fly ash in concrete.

You were advised in that memorandum that it was necessary, where technically appropriate, to remove discriminatory language concerning the use of fly ash in concrete from State highway specifications by January 4, 1986. In addition, it was requested that the changes in specifications be sent to Washington Headquarters, HHO-33, for national and interregional review for uniformity.

The Geotechnical and Materials Branch is currently putting together a package on the use of fly ash in concrete. In an effort to make the package complete, we are requesting that the State highway agencies be canvassed to determine the quality control procedures that are currently being used for the acceptance of fly ash. This would include certification programs and the type and frequency of testing for source approval and project specific acceptance. Please send HHO-33 copies of these acceptance plans.

In addition to the EPA guideline on the use of fly ash in concrete, EPA is working on a guideline on uses of power plant ash in transportation construction. Power plant ash includes fly ash, bottom ash, and boiler slag. The uses that will be covered by this guideline include lightweight fills; base, subbase, and subgrade stabilization; fly ash as a mineral filler in asphalt pavements; undersealing pavement; boiler slag as an aggregate in asphalt pavement; soil stabilization by injection; and aggregate for drainage layers. Most of these uses cited in the coal ash petition to EPA have been specified by special provisions and have not been included into the standard specifications. The State highway agencies should be informed that this guideline is being worked on. We also request that any specification covering these areas be forwarded to HHO-33 along with any comments concerning the success or failure in the use of these materials.

for P. E. Cunningham

9·v·

May 28, 1985

CERTIFIED MAIL
RETURN RECEIPT REQUESTED CON 3

Gilbert Pacific Corp.
P. O. Box 1016
Camas, WA 98607

Attn: Dave Barta
District EEO Officer

Re: N. Albany Intch.-Corvallis/Lebanon Intch.
FAP No. IR-5-4(95)228
Contract No. 9860
Show Cause Rescission

On May 6, 1985, you received a 30-day show cause notice from this office for failing to implement the required contract requirements pertaining to equal employment opportunity.

Your corrective action plan, discussed and submitted at the compliance conference held on May 15, 1985, has been reviewed and determined to be acceptable. Your implementation of your corrective action plan shows that you are now taking the required affirmative action and can be considered in compliance with Executive Order 11246, as amended. If it should later be determined that your corrective action plan is not sufficient to achieve compliance, this rescission shall not preclude a subsequent finding of noncompliance.

In view of the above, this letter is to inform you that the 30-day show cause notice of May 6, 1985, is hereby rescinded. You are further advised that if it is found that you have failed to comply with the provisions of your corrective action plan, formal sanction proceedings will be instituted immediately.

H. S. Coulter, P.E.
State Highway Engineer

bc: W. E. Schwartz Jack Sollis C. O. Fredrickson Thomas Jones, Jr.

10295M

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
RES 8
DES 16
FILE ____________ P

TO: R. C. Blensly
Research Engineer

DATE: May 9, 1985

FROM: John T. Scofield
Location Field Engineer

SUBJECT: Proposal for Research
Evaluation of Fly Ash in PCC Pavements

C. of [illegible]
Res 5
wait
[illegible]

Bob, I have reviewed the proposal for research on the evaluation of fly ash in our continuously reinforced concrete pavement on the North Albany-Corvallis/Lebanon Highway Section and offer a couple of comments.

Under Item No. 1 in the Work Plan, I would suspect that the Materials Section has already done a considerable review of the literature on the use of fly ash in concrete.

Under Item No. 4, I would suggest that long-term monitoring not be included in this particular project. I feel that the long-term monitoring should be included in your project which monitors continuously reinforced concrete pavements. First of all, five years of performance on continuously reinforced concrete pavement probably isn't very significant; also, including this five-year monitoring would require that the project be kept open for that period of time.

JTS:ja

cc Duane Christensen
Jack Sullivan
G. Wimer
Ron Noble
Ted Litchfield
Glenn Hossner
R. E. Royer
Ken Stoneman

[illegible]

A. E. Hansen

1-125-1307

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

In Reply Refer to
File No.

May 6, 1985

CON 3

Gilbert Pacific Corp.
P. O. Box 1016
Camas, WA 98607

Attn: Dave Barta
District EEO Officer

Gentlemen:

N. Albany Intch.-Corvallis/Lebanon Intch.
FAP No. IR-5-4(95)228
Contract No. 9860
Show Cause Notice

As a result of the review on the above project conducted on April 23, 1985 by the Oregon State Highway Division, it is our determination that you are not in compliance with your equal opportunity requirements and that good faith efforts have not been made to meet your equal opportunity requirements in the following areas:

1. Failure to meet the workforce goals for minorities in the operator and truck driver crafts and female goals in the operator craft during the review period.

2. Failure to provide evidence which demonstrates that Good Faith Efforts to employ minorities and females were made during the review period.

3. Failure to submit monthly the Employment Utilization Report CC-257 for the months of September, 1984 through March, 1985.

Your failure to take the contractually required affirmative action has contributed to the unacceptable level of minority and female employment in your operations, particularly in the semi-skilled and skilled categories of employees.

The Federal Highway Administration Title 23 CFR 140 regulations are applicable to your Federal and/or Federal-aid highway construction contract and are controlling in this matter (see Required Contract Provisions, Form PR-1273, Clause II). Title 23 USC 140 provides that when equal opportunity deficiencies exist, it is necessary that you make a commitment in writing to correct such deficiencies before you may be found in compliance. The commitment must include the specific action which you propose to take to correct each deficiency and the date of completion of such action. The time period allotted shall be no longer than the minimum period necessary to effect the necessary correction. In accordance with instructions issued by the Federal Highway Administration your written commitment must also provide for the submission of monthly progress reports which shall include a head count of minority and female representation at each level of each trade and a list of minority employees.

You are specifically advised that making the commitment discussed above will not preclude a further determination of noncompliance upon a finding that the commitment is not sufficient to achieve compliance.

We will hold a compliance conference at your Albany project office at 1:30 p.m. on May 15, 1985 for you to submit and discuss your written commitment. If your written commitment is acceptable and if the commitment is sufficient to achieve compliance, you will be found in compliance during the effective implementation of that commitment. You are cautioned, however, that our determination is subject to review by the Federal Highway Administration and the Department of Transportation and may be disapproved if your written commitment is not considered sufficient to achieve compliance.

If you indicate either directly or by inaction that you do not wish to participate in the scheduled conference and do not otherwise show cause within 30 days from receipt of this notice why enforcement proceedings should not be instituted, this agency will commence enforcement proceedings under Title 23, USC 140.

If your written commitment is accepted and it is subsequently found that you have failed to comply with its provisions, you will be advised of this determination and formal sanction proceedings will be instituted immediately.

In the event formal sanction proceedings are instituted and the final determination is that a violation of your equal opportunity contract requirements has taken place, any Federal and/or Federal-aid highway construction contracts or subcontracts which you hold may be canceled, terminated, or suspended, and you may be debarred from further such contracts or subcontracts. Such other sanctions as are authorized by the Department of Transportation may also be imposed.

We encourage you to take whatever action is necessary to resolve this matter and are anxious to assist you in achieving compliance. Any questions concerning this notice should be addressed to Thomas Jones, Jr., Manager, EEO, MBE & Labor Compliance, Highway Division, Department of Transportation, Transportation Building, Salem, Oregon 97310, Phone (503) 373-7213.

Sincerely,

H. S. Coulter, P.E.
State Highway Engineer

HSC:mk

Encl.: Conciliation Agreement

cc: Dale E. Wilken, FHWA Division Administrator

bc: W. E. Schwartz ✓
Jack Sollis
C. O. Fredrickson
Thomas Jones, Jr.

9860 [illegible] 85

LEAN CONCRETE PRELIMINARY REPORT

NORTH ALBANY INTERCHANGE - CORVALLIS/LEBANON INTERCHANGE

Interstate 5, Pacific Highway
Contract 9860
April 16, 1985

Next 3 Stages:

IV	Balance April & Early May
III	Most of July & Early Aug
IB	Late Sept & Early Oct

Kenneth L. Stoneman, P.E.
Project Manager

LEAN CONCRETE

Preliminary Report

Lean concrete is a term used to describe a Portland Cement Concrete - type mixture used in place of base rock or cement treated base (CTB) in roadway construction. This mixture is being used for the first time by the Oregon State Highway Division on the North Albany Interchange - Corvallis/Lebanon Interchange section of reconstruction on Interstate 5 in western Oregon, and is scheduled to be incorporated into other Oregon highway projects in the near future. California has been using a similar product on its highways as an alternative to CTB construction.

Background

The North Albany Interchange - Corvallis/Lebanon Interchange project is a freeway reconstruction project consisting of removal and recycling of the existing eight-inch deep by twenty-four-foot wide Portland Cement Concrete slab, Asphalt Concrete shoulders and aggregate base rock. The subgrade of the reconstructed roadway is at virtually the same grade as the old, removed roadway. The plans called for the construction of six inches of CTB as a base for the eleven-inch thick continuously reinforced P.C.C. roadway.

Shortly after the old roadway excavation began during the late summer of 1984, it was evident there was going to be problems with the existing roadway subgrade. Even at the end of one of the driest summers of the decade in the Willamette Valley, wet, mucky subgrade material was encountered. Much subexcavation was required, and the placement of CTB made the subgrade even more suspect due to the wheel-loading caused by the trucks and motor grader, as well as the compaction effort of the vibratory rollers. Because of this subgrade problem occuring in the dry time of the year, it appeared these problems would only get worse for the remainder of the project. Something had to be done to minimize the impact on the existing subgrade.

Placement

As the next stage of construction approached, it was decided to try using six inches of lean concrete in place of the six inches of CTB. By using the shoulder area, trucks were kept off the subgrade during excavation. With the placement of lean concrete being nearly identical to placement of continuous P.C.C., there is no need for a motor grader or roller on the grade. The trucks can continue to use the shoulder area.

Equipment used for this lean concrete placement consists of a C.M.I. laydown machine, a Gomaco concrete paver, a Gomaco finishing machine, and a fleet of ten-cubic-yard end-dump trucks supplying the mix. The C.M.I. laydown machine has a belt-feeder to take the material dumped from the trucks and place it across the width of the placement area. It then strikes off the mixture ahead of the concrete paver.

This paver, controlled by wires for grade and alignment, sets the mixture to its proper final postion.

Vibrators on this machine consolidate the mix, leaving the final product similar in appearance to normal P.C.C. A limited amount of hand finishing then follows to seal the surface, after which the Gomaco finishing machine applies a curing compound to complete the process.

Mixture

Some problems were encountered in coming up with the proper mix composition of the lean concrete. First of all, this mix started out by using strictly recycled P.C.C. and base rock removed from the old roadway. This material was run through a crusher and graded to CTB specifications. The first material used was quite coarse, some even being out of specifications. This coarse mixture caused problems with the laydown operations. as the concrete paver would start to ride up and over the mix. The texture of the finished surface was left with a rough texture resembling CTB instead of concrete.

This problem was alleviated by adding concrete sand. Due to variations in the recycled material being crushed, the rate of blending the concrete sand into the mixture varied from 5% - 10%. Once the variations in crushing were brought under control, the gradation of crusher-run material was finer, and a blend rate of 5% - 6% concrete sand worked quite well. Where we started out using CTB specs for gradation, it was decided to increase the percent passing brackets 5% higher for the material passing the 1/2-inch, 1/4-inch, and #10 sieves, as well as increasing the 1/4-inch - #10 split by 5%. This finer gradation made the mix much more workable and left a surface texture similar to normal P.C.C. Also, the strength of mix increased with the finer mix, as shown by cylinder breaks.

Even though the gradation problem was brought under control, there was still some problem with moisture control in the mix. The loaded trucks would leave the plant with the mix appearing to be at a good consistency. Although it was only five to ten minutes to the job, the mix would arrive very stiff and appear to be setting up. Apparently, this is caused by the recycled fine aggregates absorbing a large amount of the mix water. Loads had to be sent out looking quite sloppy in order to be of proper consistancy at laydown. Other states have apparently had the same problems using recycled P.C.C. and California occasionally rejects #4-minus material and adds natural sand back in.

The cement content used in our lean concrete has been tried at 8%, 8 1/2%, and 9%. With the finer gradation mix, 8% to 8 1/2% appears to be about right. The strengths at 9% were getting quite high and we would like to stay away from a base material having too high of strength. This could later cause reflective cracking in certain applications. Also, the amount of Portland Cement paid for by Bid Item can be reduced.

Sika brand air entrainment agent has been added at a rate of 5 ounces per cubic yard, giving an air content of about 4.5 percent. No water reducing agent was necessary, as the recycled aggregates reduced the available water considerably.

Advantages of Lean Concrete

There are several advantages to using lean concrete in place of base rock or CTB on construction projects. The biggest advantage is realized in areas where subgrade stability is marginal. By being able to keep wheel loading to a minimum on the subgrade, subexcavation or other subgrade stabilization is also kept to a minimum. Vibratory rollers are also kept off the grade during base construction, which further aids in keeping soft subgrade stable.

Another advantage by using lean concrete in soft subgrades is the elimination of mud having a chance of "pumping" into the base material. This can happen with wheel loading on the grade during base placement. Many times it would go undetected. The lean concrete is placed like concrete, which means no loading is done on it until it has cured and reached a strength adequate for supporting heavy loads. Thus, a full depth, uncontaminated base course is assured. This concrete-like, nonflexible base will then bridge over borderline subgrade and allow construction of the remaining roadway surfacing.

There is also an advantage of lean concrete construction as a base course for continuously reinforced concrete pavement that we did not think about until it was in place. An excellent bond-breaker characteristic is provided by the smooth surface and waxy curing compound between the lean concrete and P.C.C. slab. Also, the P.C.C. curing stresses are allowed to act on the reinforcing steel as designed.

One other advantage of the lean concrete is in the reduced survey crew time required in setting grades. One set of grade hubs is set to control excavation of old roadway, subgrade trimming, and the finish elevation of the lean concrete.

Disadvantages of Lean Concrete

The main disadvantage of lean concrete placement is the cost. On the North Albany Interchange - Corvallis/Lebanon Interchange project, the cost of lean concrete was approximately $4.50 more per ton than CTB. This difference in cost is probably greater on this project than what could be expected on future projects for several reasons. The CTB bid price is approximately $2.00 to $4.00 per ton cheaper than other similar projects. Also, the lean concrete price is probably a little higher than normal because it is on Price Agreement and not a construction item the contractor was familiar with.

We were able to justify the additional cost on the North Albany Interchange - Corvallis/Lebanon Interchange project because of the projected cost savings in the elimination of subexcavation and back filling that would have been required with CTB placement. The cost would probably have been too high, however, if the laydown equipment had not already been on the job for the P.C.C. pavement construction. This specialized equipment required for laydown could have a negative impact on the unit price for lean concrete on projects without continuous P.C.C. pavement construction or projects with small quantities.

Conclusions

From the limited exposure I have had with lean concrete, I feel this product has great potential. I have been very impressed with areas of marginal subgrade that we have been able to construct a good base on. These areas would have required extensive subexcavation if much wheel loading had taken place. As a base for continuous P.C.C. pavement, lean concrete is excellent. The same laydown equipment is used for both operations, allowing a minimum equipment mobilization cost and better utilization of the equipment. A very good bond breaker is formed between the lean concrete and P.C.C.

The apparent high cost for lean concrete should come down on future projects and its construction prices should become competetive to CTB. California Department of Transportation has projects with lean concrete being an option for contractors in place of CTB. They have found contractors using that option at the same price as CTB.

We will continue to monitor the use of lean concrete throughout the North Albany Interchange - Corvallis/Lebanon Interchange project and make further recommendations.

Attached are sheets showing the gradation testing we have done, cylinder break test results, and recommended specifications for lean concrete.

Kenneth L. Stoneman, P.E.
PROJECT MANAGER
April 16, 1985

Form 734-3040X (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET 1 OF 1 SHEETS

LEAN CONCRETE

N.I. ALBANY INTCH. - CORVALLIS/LEBANON INTCH. CONTRACT 9860

		GRADATION PERCENT PASSING								CYLINDER BREA	
DATE 1985	REMARKS	1"	1/2"	1/4"	#10	1/4-#10 SPLIT	% CEMENT	% ADDED SAND		PSI @	(DAYS)
2-14	LAB MIX						7	–		⑦ 820 ⑦ 825	㉘ 1165 ㉘ 1160
2-14	LAB MIX						9	–		⑦ 1585 ⑦ 1975	㉘ 2415 ㉘ 2445
2-20		100	67	48	31	65	8	–		⑤ 715 ⑦ 850	㉘ 1430
2-21		87	55	35	27	60	8	–		④ 310 ⑦ 530	㉘ 1000
2-22		84	58	39	23	59	8	-		③ 450 ⑦ 1040	㉘ 1820
2-23		98	69	46	27	59	9	–		⑤ 810 ⑨ 1265	㉘ 1930
2-23		100	78	59	37	62					
2-25							9	10		③ 615 ⑦ 1385	㉘ 2320
2-26		100	80	60	38	63	9	10		⑥ 795 ⑦ 770	㉘ 1505
3-5							9	10	㉘ 1925	③ 675 ③ 660	⑦ 1055 ⑦ 1045
3-7		100	81	57	35	61	9	5		④ 760 ⑦ 1050	㉘ 1765
3-7		100	80	55	33	60	9	8		④ 905 ⑦ 1200	㉘ 1930
3-8		99	81	59	37	63	9	6		④ 630 ⑦ 1080	㉘ 1830
3-8		100	80	59	36	61	9	6			
3-9		99	78	53	33	62	9	5		③ 620 ⑨ 1165	㉘ 1750
3-11		100	77	53	35	66	9	5			
CTB SPEC.		90-100	55-75	40-55		40-60	4½-5½				
PROPOSED LEAN SPECS		90-100	60-80	45-60		45-65	8-9	*0-10	ENTRAINED AIR 4-7%		

* DEPENDING ON THE AMOUNT OF RECYCLED A.C.C AGGREGATES USED

nig cc: OSHD (Mr C‥ter)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION

☒ INTERMEDIATE INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

☐ FINAL INSPECTION

RECEIVED
STATE HWY ENGR
MAR 28 '85
REFER TO
Fredrickson
FOR

og
3/29

REGION NO. 10	REPORT NO. 1	COUNTY Linn	DIVISION Oregon

IN COMPANY WITH
Ken Husby and Ken Stoneman, OSHD

DATE OF INSPECTION 3-1-85 and 3-14-85	INSPECTION MADE BY William H. Kappus, Area Engineer	PROJECT NO. IR-5-4(95)228

Original Signed By
WILLIAM H KAPPUS
Area Engineer

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 26 %	WORK COMPLETED 30 %

N. ALBANY INTERCHANGE - CORVALLIS / LEBANON INTERCHANGE
PACIFIC HIGHWAY (I-5)
Grading and Paving

NOTED
W. E. SCHWARTZ

Scope of Inspection

These two inspections included a review of work completed, work underway, and test results.

Work Completed

The project is well into Stage II. Lean concrete placement was complete, except in the areas of temporary ramps at the North and South Albany Interchanges. The PCC paving is also nearing completion, again with the exception of the ramp areas.

Work in Progress

Work in progress at the time of inspection included AC paving on a temporary ramp, concrete sawing, PCC paving, and longitudinal drain pipe installation.

Comments

Longitudinal joint sawing of a slab poured the previous day was observed. The concrete had set enough to permit sawing to the specified depth without tearing or otherwise damaging the slab.

Several areas of damaged longitudinal drain pipe were discovered. The 4-inch polyethylene drain pipe, apparently lacking the specified 4-inch cover of drain rock, had been crushed by the paving train's supporting wheels that must travel directly over this longitudinal drain. The installation of the drain pipe is presently

(more)

occurring after the placement of the lean concrete base and before the PCC. After this discovery, the installation operation (which was underway) was critically inspected. A machine (developed for installation of field drains) which digs the trench, places the fabric, inserts and positions the pipe, and places the drain rock in one pass was being utilized. Drain rock was being supplied by a concrete mix truck.

Several points along the newly installed drain were randomly selected and excavated. Positioning of the pipe and placement of fabric and drain rock was as specified and very uniform. While a reason for the problem was not readily apparent, inspection of the drain pipe installation will be increased, and the entire installed section will be examined for damaged or non-spec areas.

The paving operation was reviewed and appeared to comply with specified requirements. The concrete finishers were sprinkling water on the slab as they finished the surface. The additional water was unnecessary and undesirable, and its use was halted. The batching plant and equipment were also inspected, with no deficiencies noted. The quality control on the concrete is provided by the contractor on this project.

In reviewing the testing and test records of the Quality Control Technician (QCT), it became apparent that the water/cement ratio was not being monitored. The QCT did not feel that the contract required his monitoring of this element. Section 450.35(e) of the special provisions states, "The contractor shall provide concrete technicians properly instructed and trained ... to determine the moisture of aggregates and adjust the mix for variations in materials ... so that the completed mixture complies with the specification requirements in every respect." The Project Manager will resolve this matter and assured that W/C ratios will be monitored and documented.

The construction signing and temporary traffic control were reviewed and appeared to be adequate and satisfactorily maintained.

-WHK-

```
********************************************************
*                                                      *
* DELIVER TO: H. S. COULTER                            *
*                                                      *
*                                                      *
* ORIGINAL                                             *
* SENT:          01/30/85  TIME: 13:35                 *
* FROM:          PUBLIC AFFAIRS DOT                    *
* SUBJECT:       DETOUR ON I-5 NEAR CORVALLIS          *
* PRINT DATE:    01/30/85  TIME: 13:39                 *
*                                                      *
********************************************************
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DETOUR TO BE IN PLACE ON
I-5 NEAR CORVALLIS EXIT
BEGINNING FRIDAY, FEB. 1

NOTED

January 30, 1985

A 3 1-2 mile detour at the north Albany Interstate 5 interchange will be in place beginning at 9 a.m. Friday, February 1, according to Highway Division Project Manager Ken Karnosh.

The detour channels traffic into one lane moving south and one lane moving north in the northbound lanes. The detour will allow a contractor to start rebuilding a section of the freeway's southbound lanes.

The project is part of a larger job to rebuild about seven miles of interstate from the Corvallis-Lebanon turn-off at Route 34 to the north Albany interchange. Work on the project will occur over the next nine months, Karnosh said.

###

Karnosh: 378-8135

November 21, 1984

Gilbert Pacific Corp.
141 "A" Street
Washougal, WA 98671

CON

Time Extension Request
N. Albany Intch.-Corvallis/Lebanon Intch.
Contract No. 9860
FAP No. IR-5-4(95)228

Your request for additional contract time in which to complete the above project has been carefully reviewed.

You requested an additional 15 calendar days of contract time due to the state's failure to complete its obligations in a timely manner, and due to performance of extra work.

A review of project records and contract documents indicates that neither of these requests are valid.

The first request is based on claimed unnecessary material source approval and mix design testing for temporary concrete median barrier. Both of these are required contract provisions and therefore not a valid reason for adjustment of contract time. Further, contract time was not charged on this project until August 3, 1984, the last day of the ten days claimed for this item.

The second request was based on the performance of extra work. This work was required by the contract provisions (Special Provision 108.04(b)). This work was not only anticipated and required by the contract, it also did not delay project completion and therefore is not a valid reason for adjustment of contract time.

Your request is denied due to the above reasons and also due to the failure to submit the contract required written protests of contract time charges in accordance with the requirements of subsections 108.08 and 108.09 of the Standard Specifications.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Ted Litchfield
Ken Karnosh

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson, P.E.
CONSTRUCTION ENGINEER

DATE: October 29, 1984

FROM: T. W. Litchfield, P. E.
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
N. Albany Interch.-Corvallis/Lebanon Interchange
Pacific Highway
Linn County
Contract No. 9860
622-1024

You will find attached Ken Karnosh's letter to me dated October 23, 1984, along with Gilbert Pacific Corporation's request for an extension of time dated September 27, 1984.

I have reviewed Mr. Karnosh's analysis and concur with his recommendation that no additional time be allowed the contractor as requested.

In the final paragraph of his letter, Mr. Karnosh indicates the contractor provided generator power for the temporary illumination from August 31 until September 17, 1984. Section 111.11 (I), subparagraph 11 on page 19 of the Special Provisions states, "The contractor shall furnish all labor and materials necessary to provide electrical service for the temporary illumination....Electrical energy costs and service installation costs charged by utility companies will be paid for by the State." It appears that we may owe the value of the electrical energy he supplied between August 31 and September 17, 1984, but no additional time should be awarded to the contractor.

state
sation.

don't think so

TWL/rgb
attch.

CE___ CAE___ RECEIVED LS___ TC___
COE___ OM___ SA___ CC___
CA___ OCT 31 1984 FE___
CAM___ MA___
CP___ CONSTRUCTION OCS___
EEO___ SECTION FILE___

11-15-84

W. E. Schwartz –

I concur with Region & Project Mgr. and recommend that this request be denied

O. B. Jackmond

DES 20

ROAD DESIGN SECTION

H. H. Patterson
Construction Office Manager

Merlyn Anderson
Landscape Architect

October 2, 1984

N. Albany-Corvallis/Lebanon Int.
Pacific Hwy.
Linn County
Contract No. 9860
Price Agreement No. 8

Existing Japanese Rose Screen plantings in the median on this project will be removed in some areas to provide for detour/crossover areas. These areas were overlooked in preparing the contract plans and provisions for replacing the plants were not included. Price Agreement No. 8 provides for replacing plants in these areas and I concur that it should be done.

Costs for plantings and bark mulch are at the contract bid price. Although the bid prices are somewhat high in comparison to the estimated cost (+44% shrubs and +8% bark mulch), they are reasonable for this size project and it's cost effective in doing the work now.

The seeding and mulching price of $690.00 per acre is average for this size job and the work should be done as specified in the agreement.

MA:bn

NOTED
RICK KUEHN

REFERRED TO
Kuehn
By Location Engineer
Return

✓ Votsteeg ✓
Anderson
Adams
Macnab
Edwards
Terpin
Trost
[illegible]

RECEIVED
OCT 3 - 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

Sept. 26, 1984 - [illegible]05 a.m.

Fred -

Roy Ferris, Ferris Real Estate, 364-4478, called complaining about a bad traffic tie-up on Saturday south of Albany. The contractor was working on Saturday and there was heavy traffic going to the Oregon-Colorado game. Another game is coming up with Pacific this weekend and another on October 13. He wants to know why work is scheduled on a Saturday when such activities are going on. He thought the traffic could go through o.k. on the one lane but when work is under way, it holds up traffic.

— Work isn't problem - Torn up road and putting all on half the roadway is. —

He said he planned to call the Governor's office if he didn't hear back from us right away.

He mentioned that he played golf with Fred Klaboe and he always cooperated on such matters.

Florence

No major hold up because of work - congestion result of traffic being narrowed to one-lane while Surfacing being replaced. - Will be this way until end of October and again next year starting in spring. — D.O. Christensen will contact Roy Ferris.

Scott

9860

GILBERT PACIFIC CORP.

141 'A' Street
P. O. Box 147
Washougal, Washington 98671
(206) 835-8544

HOME OFFICE:
Gilbert Constructors, Inc.
P. O. Box 31032
Omaha, Nebraska 68131

August 14, 1984

Serial Letter 5002-J14

State of Oregon
Department of Transportation
Office of Commission Services
Room 121, State Transportation Bldg.
Salem, OR 97310

SUBJECT: WBE Participation

REFERENCE: N. Albany Interchange-Corvallis/Lebanon Interchange
Contract No. 9860
FAP No. IR-5-4(95)228

Gentlemen:

In accordance with Paragraph 8, Records and Reports, of the supplemental required contract provisions for DBE, MBE, WBE for the above referenced project, we hereby request your review and approval for the replacement of our previously listed WBE contractor, Schoolhouse R Electric, with Hertz Electric Company. Our documentation letter dated July 16, 1984, originally listed Walt's Concrete for a portion of our WBE subcontract volume. Upon submission of our documentation letter, it was brought to our attention that Walt's Concrete had been decertified as a WBE contractor and would not qualify for WBE volume on this contract. Without the benefit of all of our quotation documents (while in Salem delivering our 7/16/84 letter), we listed Schoolhouse R Electric Company to replace the WBE volume previously listed for Walt's Concrete. Upon thorough review of all of our quotations received for this project, Hertz Electric Company provided us with the best proposal in comparable items bid.

The following is a list of items that will be subcontracted to Hertz Electric provided that approval is received from your office:

Item No.		Amount
7		$ 59,872.00
13		46,000.00
	TOTAL	$105,872.00

Your review and approval of the substitution of Hertz Electric Company for Schoolhouse R Electric as a WBE subcontractor on this project would be appreciated.

Yours truly,

GILBERT PACIFIC CORP.

W. S. Campbell

W. S. Campbell
Contract Administrator

WSC/sh

pc: Area Office
File

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

to Kay Turner —
for handling
(fw)

August 2, 1984

CON 5

#9860

Gilbert Pacific Corp.
PO Box 147
Washougal, WA 98671

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9860 for work on the North Albany Interchange-Corvallis/Lebanon Interchange Section of the Pacific Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn
Enclosure

cc The Aetna Casualty & Surety Co.
151 Farmington Ave.
Hartford, CT 06156

The Aetna Casualty & Surety Co.
Bond Dept.
200 SW Market St., Suite 1500
Portland, OR 97201

C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Duane Christensen
Ken Karnosh

GILBERT PACIFIC CORP.

141 'A' Street
P. O. Box 147
Washougal, Washington 98671
(206) 835-8544

HOME OFFICE:
Gilbert Constructors, Inc.
P. O. Box 31032
Omaha, Nebraska 68131

July 16, 1984

State of Oregon
Department of Transportation
Office of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

RE: Documentation of DBE/WBE Participation on North Albany Interchange--Corvallis/Lebanon Interchange Section

Gentlemen:

In accordance with the special provisions on the above referenced project, the following is the list of DBE/WBE companies together with the bid items and dollar amounts that we will utilize in the construction of this work:

WBE

Company	Item No.	Amount	Total
Walt's Concrete	28	$75,850	
Walt's Concrete	40	4,000	
Walt's Concrete	41	2,500	
Walt's Concrete	64	42,560	
			$(124,910)
Anderson Erosion Control	71	$ 6,134	
Anderson Erosion Control	72	1,200	
			(7,334)
Total WBE			$ 132,244

MBE

Company	Item No.	Amount	Total
Arrow Bros.	16	$ 13,000	
Arrow Bros.	45	106,869	
Arrow Bros.	46	11,400	
Arrow Bros.	47	5,225	
Arrow Bros.	48	2,200	
Arrow Bros.	49	1,520	
Arrow Bros.	56	2,772	
Arrow Bros.	57	14,500	
Arrow Bros.	58	2,000	
Arrow Bros.	59	300	
			$(159,786)
Butler Development Co.	19	$160,000	
Butler Development Co.	25	90,000	
Butler Development Co.	26	73,000	
Butler Development Co.	28	151,700	
Butler Development Co.	30	66,000	
			(540,700)
Total MBE			$ 700,486

All of the above companies will be performing a commercially useful function on this contract. Your review and approval of these DBE/MBE companies as subcontractors on our project would be appreciated.

Yours truly,

W. S. Campbell

W. S. Campbell
Contract Administrator

WSC/sh

pc: File

RECEIVED
JUL 17 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

GILBERT PACIFIC CORP.

141 'A' Street
P. O. Box 147
Washougal, Washington 98671
(206) 835-8544

HOME OFFICE:
Gilbert Constructors, Inc.
P. O. Box 31032
Omaha, Nebraska 68131

July 17, 1984

Addendum to July 16, 1984, DBE/WBE participation letter on North Albany Interchange--Corvallis/Lebanon Interchange Section.

The following WBE is hereby submitted as a first alternate to Walt's Concrete:

Company	Item No.	Amount	Total
Schoolhouse R Electric	7	$60,000	
	13	50,000	
			$(110,000)

Yours truly,

W. S. Campbell

W. S. Campbell
Contract Administrator

RECEIVED
JUL 17 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9.60 rll

1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-4(95)228

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30008

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 27 '84
REFER TO Potter
FOR
Info Invest B/D D/R Sign Act File

jmg 6/27

7. DATE AUTHORIZATION EFFECTIVE 6/20/84

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
North Albany Interchange - Corvallis/Lebanon Interchange Section

11. GENERAL DESCRIPTION OF WORK
Grade and Pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 6/19/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your estimate as anticipated items as being cost effective.

Mr. Potter's 6/18/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $12,401,893; Federal Funds $11,432,414.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 6/20/84

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1980 - - I-5 N

June 12, 1984

To: ~~Memo~~ To The File

From: Don Haynes

Subj: Change in Base Design
N. Albany Inter - Corvallis/Lebanon Inter.
Pacific Hwy
Linn Co.

I was verbally instructed by John Scofield to change the base design for the A.C. shoulders on the above named project.

The New Base Design for the A.C. Shldrs will be:

Plant Mix Bituminous Base - 6" {1st Lift - 3" / 2nd Lift - 3"

Class "B" A.C. Base Course - 2½"

Class "B" A.C. Wearing Course - 2½"

All cross-overs and ramps will be changed from class "C" to class "B".

This changes are being made this date.

H

cc: J. H. Versteeg
D. R. Adams
Ron Noble

N. Henry

G360 — 7

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

May 30, 1984

IN REPLY REFER TO
HFO.2-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Coulter:

Oregon Project IR-5-4(92)228
N. Albany Int - Corvallis/Lebanon Hwy Int Sec, Pacific Hwy
Surfacing Design
(Mr. Terpin's Letter, May 24, 1984)

We have reviewed Mr. Terpin's letter and its attachment, addressing a revised surfacing design for the subject section.

The proposed revised design provides an 11-inch C.R.P.C.C. pavement with 6 inches of treated base which may be either cement-treated base or plant mix bituminous base for travel lanes. The shoulders are to be full depth (11 inches) asphaltic concrete. The C.R.P.C.C. travel lanes will be 26 feet wide, with the outside lanes being increased from 13 feet to 14 feet for edge support.

We concur with this proposal.

Sincerely yours,

G.K. H

for Dale E. Wilken
Division Administrator

cc:
OSHD (Mr Potter, Pgm Sec)

RECEIVED
TECHNICAL SERVICES
JUN 1 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
STATE HWY ENGR
MAY 31 '84
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9260 T

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 24, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

N. Albany Intchge-Corvallis/Lebanon Hwy Intchge Section
Pacific Highway (I-5)
Linn County

Submitted herewith is a revised proposal for this project. The funding for this project will be FAI-4R.

Our proposed revision is for 11-inch C.R.P.C.C. pavement with 6 inches of Treated Base which may be either cement treated base or plant mix bituminous base for the travel lanes. The shoulders are to be full depth (11 inches) Asphaltic Concrete. The C.R.P.C.C. travel lanes will be 26 feet wide with the outside lanes being increased from 13 feet to 14 feet for edge support.

The revised surfacing design is attached.

If any questions arise about this proposal, we will be happy to respond to them.

ORIGINAL SIGNED BY
FRANK E. TERPIN

Frank E. Terpin, P.E., P.L.S.
Location Engineer

Attachment
FET:RTN:js ge

bc H. S. Coulter
E. S. Hunter
J. H. Versteeg
D. R. Adams
D. O. Christensen
J. T. Scofield

RECEIVED
STATE HWY ENGR
MAY 25 '84
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

Form 734-3122

EDW

Pat —
Do you make
sense out of this?
It is confusing to
me! Scott

Scott - It is confusing and I am not
sure I understand either. I believe
you would have to be familiar with
the two design equations & the criteria for
selecting values for the equation variables.
I conclude that the PCA design uses very conserv-
ative design values and when applied directly,
to the AASHTO approach, unrealistic [illegible]
designs are produced. I also conclude from
this letter that when realistic values that
relate to the AASHTO design are applied to
the equation, a design thickness of 11-inches is
produced — as opposed to the 10-inches produced by
the PCA formula. They approve their thickness design
WEB

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301

RECEIVED
STATE HWY ENGR
MAY 7 '84
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

May 3, 1984
IN REPLY REFER TO
HFO.2-OR

Mr. H. S. Coulter
State Highway Engineer
140 Transportation Building
Salem, Oregon 97310

cy Bollman

Dear Mr. Coulter:

Oregon Project IR-5-4(92)228
North Albany Interchange-Corvallis/Lebanon Highway Interchange
Pacific Highway (I-5), Linn County
Pavement Structural Design

We have reviewed the revised pavement structural design analysis submitted by Mr. Frank Terpin's March 6, 1984 letter for the subject project. This analysis proposes a 10 inch CRPCC pavement with 6 inches of Cement Treated Base for the travel lanes (recycling existing pavement in the CTB) and tied PCC shoulders.

orig. proposal

Your letter indicates that the surfacing was designed using the Portland Cement Association (PCA) stress analysis procedure. Our review of your proposal is based on the AASHTO design procedure for rigid pavements contained in "AASHTO Interim Guide for Design of Pavement Structures, 1972, Chapter III Revised, 1981."

Just Info

Direct use of the AASHTO design procedure using the design variables submitted with your letter and a factor of safety of 1.33 would yield a pavement thickness beyond the upper limit of the design chart. This design appears to be conservative, in that, the existing pavement structure has performed much better than predicted by the AASHTO design procedure. This suggests that the pavement section could be reduced over that which is predicted by the AASHTO equation without modification for your conditions. Modification of the equation variables to recognize the actual traffic loadings and known performance of the existing pavement would indicate that a rigid pavement thickness of 11 inches should be adequate.

?

suggests over design?

on safe side

& this suggests we need stronger section or we were under designed?

Concrete flexural strength is a significant variable in the AASHTO design procedure which directly affects pavement thickness. The design as submitted uses a relatively conservative Modulus of Rupture to assess the flexural strength of the concrete. A greater testing frequency of flexural strength at the project level may help to define localities where a greater design value could be justified.

what does this say.

Based on the data submitted with your request we agree that the continuously reinforced portland cement concrete (CRPCC) pavement with tied plain concrete shoulders placed on the proposed treated base, Alternate No. 5, is an acceptable design for this project provided that the thickness of the CRPCC is increased to 11 inches.

Sincerely yours,

G. K. Hoover
Dale E. Wilken
for Division Administrator

cc:
OSHD (F E Terpin)
OSHD (G Potter)
Region (J Hallin)

9820 +

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 6, 1984

In Reply Refer to File No. LOC 16-3

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Attn: HFO. 2-OR

North Albany Interchange - Corvallis/Lebanon Highway Interchange Section
Pacific Highway (I-5)
Linn County

In response to your memorandum of February 27, 1984, we are submitting a revised proposal for this project. The funding for this project will be FAI-4R.

Our proposed design is for 10 inch C.R.P.C.C. pavement with 6 inches of Cement Treated Base for the travel lanes. Tied P.C.C. shoulders are to be used. We are also revising our proposal to include some sections of overlays, utilizing the existing surfacing as the base. This proposal provides for utilizing virtually all of the existing surfacing. The P.C.C. that is removed can be crushed and used as aggregate.

The revised analysis also includes a consideration of maintenance costs and salvage values. The original Alternate No. 2, which called for a thin bonded P.C.C. overlay of the existing pavement on the inside lane was eliminated from consideration. Reasons for eliminating Alternate No. 2 are discussed on Page 2 of the supporting document.

The revised analysis including maintenance and salvage is attached. The section was designed with the P.C.A. Rigid Pavement Design Procedure.

If any questions arise about this proposal, we will be happy to respond to them.

ORIGINAL SIGNED BY
FRANK E. TERPIN

Frank E. Terpin, PE, PLS
Location Engineer

FET:JTS:ss ge

Attachments

RECEIVED
TECHNICAL SERVICES
MAR 7 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

bc H. S. Coulter
E. S. Hunter
J. H. Versteeg
D. R. Adams
R. D. Hector
J. T. Scofield

NOTED
E. S. HUNTER

9860

1-5 N

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IR-5-4(92)228
North Albany Interchange -
Corvallis/Lebanon Highway Interchange
Pacific Highway (I-5)
Surfacing Design

Date: February 27, 1984

From: Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We have reviewed Mr. Frank E. Terpin's January 30, 1984 letter (and attachment) proposing a surfacing design to be utilized in the re-construction of the subject section of Interstate Highway 5.

Four alternative surfacing rehabilitation strategies are presented and analysed. Alternative number 4, which proposes removing the existing 8" P.C.C. pavement including shoulders and replacing with 13" C.R.P.C.C. pavement in the travel lanes with 9" P.C.C. shoulders, was selected and is the proposed design for the subject FAI-4R project. While we are not opposed to a design providing C.R.P.C.C. travel lanes with P.C.C. shoulders we feel that the alternative analysis should include consideration of the disposal verses recyle possibilities for the existing P.C.C. pavement. Consideration should be given to recycling the P.C.C. as a CTB layer in the pavement structure. Use as coarse aggregate in the P.C.C. shoulder and/or in the C.R.P.C.C. should also be evaluated.

Please incorporate this element into your alternative analysis and resubmit your proposal.

G.K. Hossner
Dale E. Wilken

cc:
OSHD (F E Terpin)
OSHD (G Potter)

RECEIVED
TECHNICAL SERVICES
FEB 28 '84
REFER TO Versteeg
FOR
Info | Inves | R/D | D/R ✓ | Sign | Act | File

RECEIVED
STATE HWY ENGR
FEB 27 '84
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act ✓ | File

1 Vontour ✓
Anderson
Adams
Macnab
Edwards
Terpin
Trent
Wilhelm

RECEIVED
FEB 29 1984
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up 3-6-84
Action

Orig - 2-29-84

NOTED
F. E. TERPIN

January 30, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

North Albany Interchange
Corvallis/Lebanon Highway Interchange
Linn County

Submitted herewith is the proposed surfacing design for the rehabilitation project on the subject section. The funding for this project will be FAI-4R.

This project is to reconstruct this section which is currently P.C.C. pavement that has extensive fatigue failures. The proposal is to remove the existing pavement including shoulders. It is to be replaced with a full depth C.R.P.C.C. pavement in the travel lanes with plain P.C.C. shoulders.

This section was designed with the AASHTO Rigid Pavement Design Procedure. Supporting data, including the design assumptions, are attached. Also attached is an economic analysis of the alternates considered.

If any questions arise about this proposal, they will be promptly answered.

ORIGINAL SIGNED BY
FRANK E. TERPIN

Frank E. Terpin, P.E., P.L.S.
Location Engineer

bc H. S. Coulter
E. S. Hunter
J. H. Versteeg
D. R. Adams
C. O. Fredrickson
J. T. Scofield

FET:JTS:ss ge
Attachment

NOTED
G. C. WILLS

RON NOBLE

NOTED
J. GRASSMAN

L. W. [illegible]

A. L. Hansen

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: N. Albany-Corvallis/Lebanon Highway

Highway: Pacific I-5

County: Linn

Prefix: 622-1999

Project Manager: Don Thurston

Date January 24, 1984

Twenty Year Traffic Coefficient 13.65

18 kip EAL's per day 5053 (Rigid pavement)

R Value 10

Frost Penetration ---

CBE Total Requirement 43.55

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
	TRAVEL LANES*	
13"	Continuously Reinforced Portland Cement Concrete	
	SHOULDERS*	
9"	Non-reinforced P.C.C. pavement	

(surfacing thickness determined by AASHTO Rigid Pavement Design Procedure)

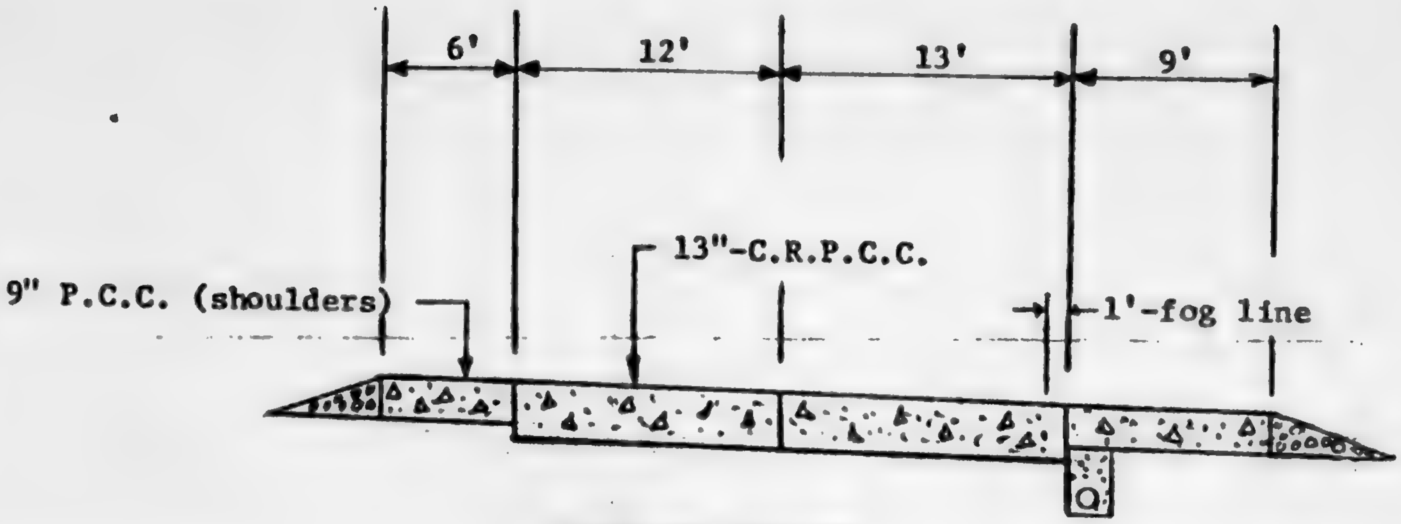
1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

*NOTE: Outside travel lanes are to be C.R.P.C.C. 13' wide with 9' plain P.C.C. outside shoulders and the inside travel lanes are to be C.R.P.C.C. 12' wide with 6' plain P.C.C. inside shoulders. The joint between the C.R.P.C.C. and plain P.C.C. will have tie bars.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist

N. ALBANY-CORVALLIS LEBANON HW
ALTERNATE NO. 4
CONTINUOUSLY REINFORCED P.C.C. INLAY



MAINLINE SECTION

TRAVEL LANES

1. Remove extg. 8" reinforced concrete pavement - 24' wide
2. Place 13" C.R.P.C.C. pavement - 25' wide
3. Install subdrainage

SHOULDERS

1. Remove extg. A.C. shoulders - 16' total
2. Place 9" P.C.C. pavement - 15' total
   (All joints shall be tied).

STRUCTURES

Some overcrossing structures may require deck replacement (as determined by Bridge Design). All remaining structures will require Latex modified overlay with a thickness of approximately 2 inches.

NOTE: The new construction grade will be approximately 2 inches above existing grade to make an allowance for the bridge deck overlays.

TRAFFIC ANALYSIS

SECTION: N. Albany-Corvallis/Lebanon Hwy.

HIGHWAY: Pacific I-5

COUNTY: Linn

22,400 Present ADT (1983)

13.4 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ANNUAL ONE WAY 18 kip EAL*	*AVERAGE ANNUAL 18 kip EAL*
2	350	1.9	665	508	40	20,320
3	250	1.9	475	363	100	36,300
4	110	1.9	209	160	115	18,400
5	3140	1.9	5966	4553	370	1,684,610
6	180	1.9	342	261	325	84.825
				5845	TOTAL	

18 kip EAL /day 5,053

TOTAL AVERAGE ANNUAL 18 kip EAL 1,844,455

64,555,925

TRAFFIC COEFFICIENT ____________

A.A.S.H.T.O. DESIGN FOR RIGID PAVEMENTS

DESIGN VARIABLES

1. Traffic: 35 year EAL - 64,555,925

   a. For design purposes, used 80% of total EAL (assumes 20% inside lane use)

      64,555925 (.80) = 51,644,740 EAL

2. Modulus of subgrade reaction - "K"

   a. Modulus of resilience ("R" value) for soil: R = 10 (from lab tests)

   b. "K" value for "silty-clay" subgrade: K = 75

3. Modulus of elasticity - "E"

   a. Used average value for concrete: "E" = 4,000,000 psi

4. Working stress - "f_t"

   a. Based on lowest values experienced: f_t = 525 psi

5. Thickness of structural section - "D"

   a. From AASHTO design charts: D = 13"

ALTERNATE NO. 4

Stage construct 13 inches of continuously reinforced P.C.C. pavement in the travel lanes and 9 inches of unreinforced P.C.C. pavement in the shoulders. Requires the removal of the existing travel lanes and shoulders.

At overcrossing structures, Bridge Design feels that a 2 inch latex modified overlay should be placed on existing bridge decks. The new construction grade will be 2 inches above the existing mainline grade to accommodate this overlay thickness.

At undercrossing structures the construction grade will be adjusted to maintain a minimum clearance of 15'03".

A one-lane detour, with opposing traffic separated by temporary barrier, will be used for handling traffic. Further details are explained in the section on traffic handling for the detour section.

For life cycle cost comparison, a 35 year period was used. The total estimated cost for this option is $13,390,000:

a. The annual cost for interest equal to inflation = .38 M/yr.

b. The equivalent annual cost for interest exceeding inflation by 4% = .72 M/yr.

1-5

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

LOC 16-3

TO: D. O. Christensen
Region Engineer

FROM: John T. Scofield
Surfacing Design Engineer

DATE: February 1, 1984

SUBJECT: Use of existing P.C.C. pavement - North Albany Corvallis/Lebanon Highway Section

1 Versteeg ✓
Anderson
2 Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
FEB 3 1984
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up ..../..../....
Action

The surfacing design for this project calls for the removal of the existing P.C.C. pavement and A.C. shoulder material.

A site needs to be established for stockpiling this material. The stockpile measure for the P.C.C. will be approximately 60,000 cubic yards. The A.C. stockpile will amount to about 10,000 cubic yards.

The P.C.C. that is removed is a resource. It is a good durable aggregate source. The A.C. that is removed probably doesn't have much potential use other than as shoulder material or sub-base.

There are potential uses for the P.C.C. material on this project, and future projects in the area.

The material can be given to the contractor, for his use or left on a site for our use.

The material can be crushed and used for aggregate base or as C.T.B. aggregate. There is no C.T.B. on this project and very little aggregate base.

We will set up optional recycling in the plain P.C.C. shoulders in this project. The existing P.C.C. can be crushed and screened and used as the coarse aggregate in the P.C.C. shoulders. This would require that the shoulders be poured separately. Potential useage of existing P.C.C. in this application would be up to one-half of the material.

We will have to specify a maximum size for stockpiled P.C.C. and also a maximum amount of remaining reinforcement. The current technology for breaking up P.C.C. pavement and removing reinforcement is pretty good. Attached is a copy of a brochure for a recently developed Resonant Pavement Breaker.

Your attention to the matter of providing a site for the P.C.C. and A.C. material will be appreciated.

JTS:ss

cc: J. H. Versteeg ✓
Frank E. Terpin
Norm Henry
Steve Macnab
Jack Sullivan
Bill Kappus-FHWA
Bill Fretwell
Ken Karnosh

7960

I-5

N

STATE OF OREGON

ROAD DESIGN SECTION

INTEROFFICE MEMO

DES 16

TO: E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

DATE: January 23, 1984

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Surfacing Alternates
North Albany Interchange
Corvallis-Lebanon Interchange
Interstate 5

Three alternate surfacing designs have been developed for this 7.2 mile section of Interstate 5:

Alternate 1

A 4-inch asphalt overlay. Construction cost: $5.9 million. Annual cost: $0.62 million.

Alternate 2

A 13-inch C.R.C.P. in the right lane; 3½-inch bonded overlay in the left lane, with asphalt shoulders. Construction cost: $11.0 million. Annual cost: $0.59 million.

Alternate 3

An 11-inch C.R.C.P. overlay in both lanes with concrete shoulders. Construction cost: $14.8 million. Annual cost: $0.79 million.

John Scofield recommends Alternate 2 based on the lowest annual cost and low maintenance cost.

I am recommending the 11-inch C.R.C.P. with concrete shoulders for the following reasons:

1. The C.R.C.P. Alternate will provide the most years of trouble-free service to the traveling public.
2. The concrete shoulders approach a zero maintenance cost program.
3. Overall maintenance cost would be at a minimum with this alternate.
4. Construction cost for the 7.2 miles of four-lane C.R.C.P. is reasonable at $2.0 million per mile.

APPROVED
ESH
E. S. Hunter
Date 1-30-84

Contains Recycled Materials

5. Traffic handling during construction can be provided at a reasonable cost.

6. The durability of the pavement is more readily predictable with the C.R.P.C. pavements than the other alternates.

Your concurrence in the selection of the continuous reinforced concrete pavement alternate, at a cost of $14.7 million for this 7.2 mile section of Interstate 5, is recommended.

JHV:kkr

January 25, 1984
Per Mr. Versteeg, copies sent to:

D. O. Christensen, Region 2
F. E. Terpin
John Scofield
Glenn Hossner
Jack Sullivan
S. H. Macnab
D. R. Adams
Gordon Beecroft

(kw)

RECEIVED
TECHNICAL SERVICES
JAN 24 '84
REFER TO
FOR
Info | Immed | R/D | D/R | Sign | Act | File

2860 CON 21-2

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-4(92)228

2. STATE PROJECT NO. See below

2A. COUNTY NAME Linn, Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

10-26-83

4. PROGRAM NO.

5. ITEM NO. 30008

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-20-83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

NORTH JEFFERSON INTERCHANGE - CORVALLIS/LEBANON INTERCHANGE

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change -- see below

13. REMARKS

As requested in Mr. Swan's October 12, 1983 letter, I approve the revised Preliminary Engineering costs to a TEC of $311,200; FF $286,987.

(Increase TEC $229,200; FF $211,368)

RECEIVED
STATE HWY ENGR
OCT 25 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to 10/25

14. DATE 10-20-83

15. SIGNATURE OF APPROVING OFFICIAL G.K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1-5

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION	Marion Co. Line-Corvallis/Lebanon Intch. Unit N. Jefferson Intch.-Corvallis/Lebanon Intch. Section
REGION	2
AUTHORIZATION NO.	3
PREFIX	622-1999
DATE	9/30/83

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 70,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 5,000
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		6,000	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		5,000
905 FINAL DESIGN		79,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		4,000
906 BRIDGE DESIGN		70,000	921 SPECIFICATIONS		3,500	938 REGION ENVIRONMENT		1,000
907 PRELIMINARY DESIGN		5,000	922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		5,000
910 REGION GEOLOGIST		13,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE		800	926 FOUNDATION		37,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		1,500	932 RAILROAD & UTILITIES					

TOTALS	$	$ 235,200
PREVIOUS AUTHORIZATION		$ 60,200
ADD. AUTH. REQUIRED		$ 175,000

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
IR-5-4(92)228

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for the restoration of the north and southbound lanes.

MP 240.66 to MP 227.68 = 13 miles

Versteeg
2 Anderson
2 Adams
Macnab
3 Stoudenmeyer
Turpin
4 Trout
Wakerlig

RECEIVED
NOV 02 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

cmc

Bring Up

PREPARED BY	DATE 9/30/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/28/83
RECOMMENDED, REGION ENGINEER X	DATE 9/30/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X E S Hunter	DATE 10-27-83
RECOMMENDED, LOCATION ENGINEER X	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11-1-82, 5-3-83 10-20-83	

734-1914 (7-82)

1-5

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION N. Jefferson Intch.-Linn Co. Line Unit
N. Jefferson Intch.-Corvallis/Lebanon Intch. Section

REGION 2

SURVEY AUTHORITY

AUTHORIZATION NO. 3

PREFIX 624-1924

DATE 9/30/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 16,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 2,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		7,000	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,000
905 FINAL DESIGN		2,100	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		6,000
906 BRIDGE DESIGN		18,000	921 SPECIFICA-TIONS		3,500	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN		5,000	922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		1,000
910 REGION GEOLOGIST		4,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE		200	926 FOUNDATION		9,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES					

TOTALS	$	$ 76,000
PREVIOUS AUTHORIZATION		$ 21,800
ADD. AUTH. REQUIRED		$ 54,200

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
IR-5-4(92)228

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for the restoration of the southbound lanes.

Mile Post 244.46 to Mile Post 240.66 ± 3.8 miles

cy Lyle

RECEIVED

NOV 02 1983

ROAD DESIGN SECTION

1 Versteeg
cy Anderson
2 Adams
cy Macnab
3 Stoudenmeyer
Terpin
4 Trout
cy Wakerlig

Do Not File ☐
Return To
Bring Up __/__/__
Action

-mc

Bring-up

PREPARED BY	DATE 9/30/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/28/83
RECOMMENDED, REGION ENGINEER X C. C. Fredrickson	DATE 9/30/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 10-27-83
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11-1-82, 5-3-83 10-20-83	

734-1914 (7-82)

7

I-5

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Linn-Marion County Line - Corvallis/Lebanon Interchange Unit
~~N. Jefferson Interchange-Corvallis/Lebanon Interchange Section~~
Pacific Highway

REGION 2

SURVEY AUTHORITY #1

AUTHORIZATION NO. 2

PREFIX 622-1999

DATE 6-30-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 26,700	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 10,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		3,600	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		150
905 FINAL DESIGN		7,900	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN		5,900	921 SPECIFICA-TIONS		1,600	938 REGION ENVIRONMENT		50
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		800
910 REGION GEOLOGIST		1,600	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE		800	926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		800	932 RAILROAD & UTILITIES					

TOTALS	$ 60,200	$ 60,200
PREVIOUS AUTHORIZATION		$ 11,000
ADD. AUTH. REQUIRED		$ 49,200

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER IR-5-4(92)228

LOCATION ENGINEER'S REMARKS

Now approved to prepare Plans, Specifications, & Estimate for a construction project by contract as per prospectus which is modified as per attached letter [illegible] FHWA. (copy attached)

Watson

1
2
3
4

RECEIVED
JUL 8 198
ROAD DESIGN SECTION

PREPARED BY P. Lewellyn	DATE 6-30-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 7/6/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 7/6/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11-1-82 5-3-83	

734-1914 (7-82)

LOCATION UNIT

LOC 17
624-1924
622-1999

E. S. Hunter
Assistant State Highway Engineer

June 10, 1983

Frank E. Terpin
Location Engineer

ORIGINAL SIGNED BY
FRANK E. TERPIN

N. Jefferson Intchge.-
Corvallis/Lebanon Intchge.
Corvallis Highway
Pacific Highway (I-5)
Marion and Linn Counties

The subject project was identified in June 1982 as a project for extending the life of the existing pavement structure at a cost of $3.3 million.

Subsequent evaluation has indicated that the original scope proposed is inadequate to achieve an adequate extension of pavement life. We are, therefore, recommending a more extensive replacement and rehabilitation which we calculate will greatly extend the service period of the pavement structure.

The proposed project scope, in addition to the original pavement jacking and repair, is to place a 5-inch asphaltic concrete overlay over the existing portland cement construction on the southbound lanes between North Jefferson and North Albany. The outside lanes would be removed and replaced, and the inside lanes stabilized on both northbound and southbound lanes on the section between North Albany and the Corvallis-Lebanon Highway interchange.

We are requesting authorization to change the scope of the project to include the work noted above and also to increase the program amount from $3.3 million to $21.0 million.

GCW:ja

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: April 26, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary Potter
Manager, Program Section

Subject: Project No. IR-5-4(92)228
N. Jefferson Interch.-Corvallis/Lebanon Interch. Sec.
Linn & Marion Counties

I request authorization to proceed with the balance of the preliminary engineering work including PS&E preparation phase on the subject project. The enclosed copy of Mr. Terpin's April 22, 1983 memo with attachments provides information regarding proposed methods of corrective work.

Authorization to proceed as requested will revise the financing to read as follows:

	Total Cost	Federal Funds
Present Authorization	$ 17,500.00	$ 16,138.00
Requested Authorization	64,500.00	59,481.00
Total	$ 82,000.00	$ 75,619.00

CL:bks
Attachments
cc: F. Terpin
J.H. Versteeg
C.O. Fredrickson
J.T. Scofield
General Files

RECEIVED
APR 26 1983
LOCATION
SECTION

A. L. Hanson

NOTED
F. L. TERPIN

HIGHWAY DIVISION - LOCATION UNIT

LOC 17
624-1924/622-1999

April 22, 1983

Gary A. Potter, Manager
Program Management Section

Frank E. Terpin
Location Engineer

ORIGINAL SIGNED BY
FRANK E. TERPIN

N. Jefferson Intchge-Corvallis/
Lebanon Highway Intchge Section
Pacific Highway
Marion and Linn Counties

To assist you in acquiring approval from the FHWA for preliminary engineering on the subject project, the following information is offered.

A previous request for approval was denied because the work described to correct the existing condition was not eligible for federal aid. A small sum was approved to conduct a study to determine the proper correction procedure. This study has now been completed. A copy of the recommended corrective work is attached.

At a meeting held on April 21, 1983, Messrs. Hossner and Kappus of the FHWA agreed that the method of correction proposed would be acceptable to them. Please proceed to secure FHWA approval to proceed with the preliminary engineering. It would be greatly appreciated if the approval could be expedited so that the field work could be completed before construction activities become so great that no field crews are available to complete the survey.

FET:ge
Attachment

cc/att J. H. Versteeg
C. O. Fredrickson
J. T. Scofield

STATE OF OREGON
Highway Division

INTEROFFICE MEMO

TO: Frank Terpin
Location Engineer

DATE: April 1, 1983

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: Recommended Rehabilitation Option on
N. Jefferson Int. - Corvallis/Lebanon Hwy. Int. Section
Pacific Highway

Attached is a summary of suggested rehabilitation strategies for the P.C.C. Pavement which has failed.

The pavement in the inside lane can provide another 20 years of service, with adequate stabilization, drainage and joint repair. Therefore building a new outside lane is a viable alternative. An A.C. overlay, along with appropriate stabilization and repair of the existing pavement is also acceptable.

Background information to support these recommendations is available in this office. This information includes a cracking survey, deflections, and truck loading data.

I recommend that the location survey proceed, with the section being separated into two units.

JTS:tab

Attachment

cc: FHWA
J. H. Versteeg
C. O. Fredrickson
Bill Fretwell
Don Thurston

RECEIVED
APR 04 1983
LOCATION
SECTION

1-125-1307

REPORT ON PAVEMENT REHABILITATION
NORTH JEFFERSON INTERCHANGE - CORVALLIS/LEBANON HIGHWAY INTERCHANGE SECTION
PACIFIC HIGHWAY
MARION AND LINN COUNTIES

The purpose of this project is to provide for the rehabilitation of the P.C.C. Pavement. This pavement, which was completed in 1959, is of the mesh and dowell design, 8" thick, with joints every 61.5'.

The pavement has exhibited extensive fatigue failures, evidenced by longitudinal cracking in the wheelpaths. Through a study of the maintenance history of this pavement it has been established that the fatigue failures reached an undesirable stage in 1980. The condition of the inside lane is still suitable.

The truck volume history shows that the outside lane had handled approximately 10 million 18 Kip Equivalent Axle Loads by 1980. Projections of truck loadings for the future show that the inside lane will not accumulate 10 million E.A.L.'s before 2000.

From this information, rehabilitation strategies fall into two categories:

1. Replace the outside travel lane, with a new C.R.P.C.C. Pavement designed for the next 20 years. Stabilization, and minor joint repairs to the inside lane will insure that it will provide adequate service for 20 years. The outside shoulder would have to be reconstructed also.

2. Stabilize the existing P.C.C. Pavement and overlay with asphaltic concrete.

A more detailed description of these two strategies is attached.

Building a new C.R.P.C.C. outside lane has the advantage of concentrating the funds in the lane that carries a large majority of the heavy trucks. It also requires a more complicated system for handling traffic during construction.

We should also consider the possibility of splitting the project into two units, with the A.C. overlay on the southbound lanes from N. Jefferson Interchange to M.P. 234.74. The northbound lanes on this section are P.C.C. with an A.C. overlay. There are also 14 structures on this section, which complicate traffic handling, for the P.C.C. reconstruction alternate.

The C.R.P.C.C. Reconstruction option will provide a minimum 20-year life. To provide 20 years life with an A.C. overlay will require the initial 5-inch overlay, plus another stage involving removing the five inches of A.C. in the travel lanes and replacing it. The total A.C. requirements for the travel lanes, including leveling is about ten inches.

RECOMMENDATIONS:

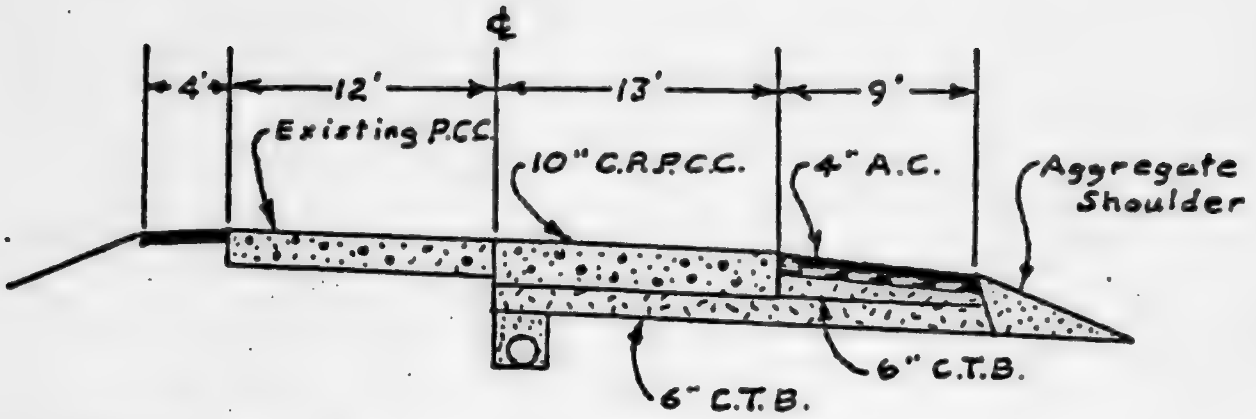
I recommend that the project be considered in two units. The north unit would be North Jefferson Interchange - North Albany (M.P. 234.74), southbound lane. The south unit would be North Albany (M.P. 234.74) to the Corvallis/Lebanon Highway Interchange.

The north unit has 14 structures to contend with, including the Santiam River Bridge. I recommend that this unit have an Asphaltic Concrete overlay. With this treatment, the northbound and southbound lanes would be nearly equal.

The south unit should have a new C.R.P.C.C. outside lane and shoulder. This treatment will provide a minimum of 20 years of life. It would take two A.C. overlays with a total of approximately 10 inches of A.C. over the entire width to provide 20 years of service life. The P.C.C. reconstruction with temporary lanes and structures would involve less actual disruption to the traveling public.

I recommend that the location survey be done with both alternates being considered. The actual decision should be made after life cycle costs are developed for the alternates.

CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT INLAY



EXISTING ☐

NEW ☐

1) Pumping undersealing of all slabs-inside lane. This should be done before the removal/reconstruction of the outside lane starts.

2) Repair of approximately 5% of the joints in the inside lane. There is spalling at the joints due to the intrusion of incompressible material into the joints.

3) Cleaning and sealing of all joints in the inside lane.

4) Sub-drains.

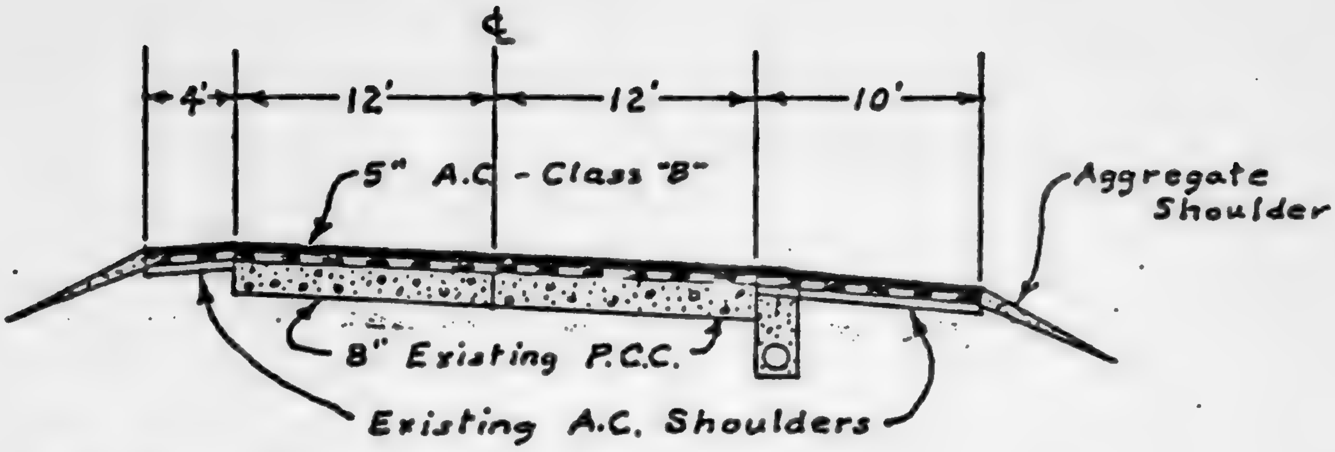
5) The existing 12' X 8" P.C.C. Pavement may be recycled into the C.T.B.

6) Construction of 10" C.R.P.C.C. Pavement with 6" C.T.B. Base outside lane. (The fogline must be placed on the C.R.P.C.C. Pavement approximately 6" in from the edge.) Requires anchors at bridge ends.

7) Requires the reconstruction of the outside shoulder with 4" A.C. and 12" C.T.B.

This alternate provides a very low maintenance surface for a minimum of 20 years.

ASPHALTIC CONCRETE OVERLAY


℄
4'
12'
12'
10'
5" A.C - Class "B"
Aggregate Shoulder
8" Existing P.C.C.
Existing A.C. Shoulders

EXISTING ▨
NEW ▭

1) Requires pumping/undersealing of all slabs, both lanes.

2) Requires replacement of broken slabs in the outside lane - 5%.

3) Requires sub-drains for the entire length.

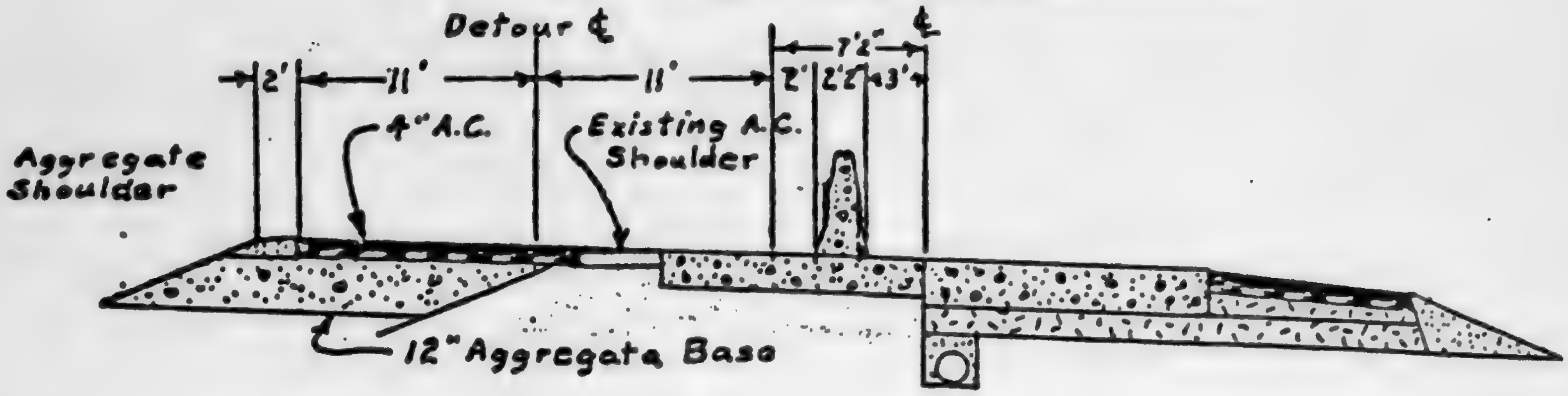
4) Requires raising of all structures on the freeway or reconstruction at bridge ends.

5) Initial overlay requirement is 5" of Asphaltic Concrete, plus 1" allowance for leveling.

6) Requires the adjustment of all guardrails and barriers.

7) Would require a second stage at approximately 10 years, which would involve removing at least 4" of the A.C. and repaving in the travel lanes.

Temporary Surfacing for C.R.P.C.C. Construction


Detour ℄
℄
7'2"
2'
11'
11'
2'
2'2'
3'
4" A.C.
Existing A.C. Shoulder
Aggregate Shoulder
12" Aggregate Base

EXISTING ☐

NEW ☐

Traffic Handling Requirements for C.R.P.C.C. Option.

A minimum of three feet of clearance from the centerline joint is needed to operate concrete placing and finishing equipment. By widening 12 to 13 feet on the median side, two travel lanes could be provided, with a solid barrier between the construction and the travel lanes. Temporary structures would be needed in the median to provide two lanes of traffic.

The temporary surfacing would be 4 inches of A.C. and 12 inches of Aggregate Base.

I-5

ROAD DESIGN SECTION DES 16

C. O. Fredrickson
Region 2 Engineer

June 2, 1983

ORIGINAL SIGNED BY
J. H. Versteeg VERSTEEG
Road Design Engineer

N. Jefferson Intchge.-Corvallis-Lebanon Intchge.
Pacific Highway

Transmitted is Surfacing Design Option 1A for replacing the right hand lane with a 13-foot wide continuous concrete pavement inlay estimated to cost $311,000 per mile.

The Location Section has estimated the cost of widening 17 structures to handle traffic at $2,563,000 versus a cost of $2,400,000 for constructing detour structures.

This information is submitted for consideration in the development of this rehabilitation project. Please contact Frank Terpin for any additional details.

JHV:rw

Attachment

cc: Glenn Hossner W/Att.
F. E. Terpin "
John Scofield "

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
JUN 02 1983
ROAD DESIGN SECTION

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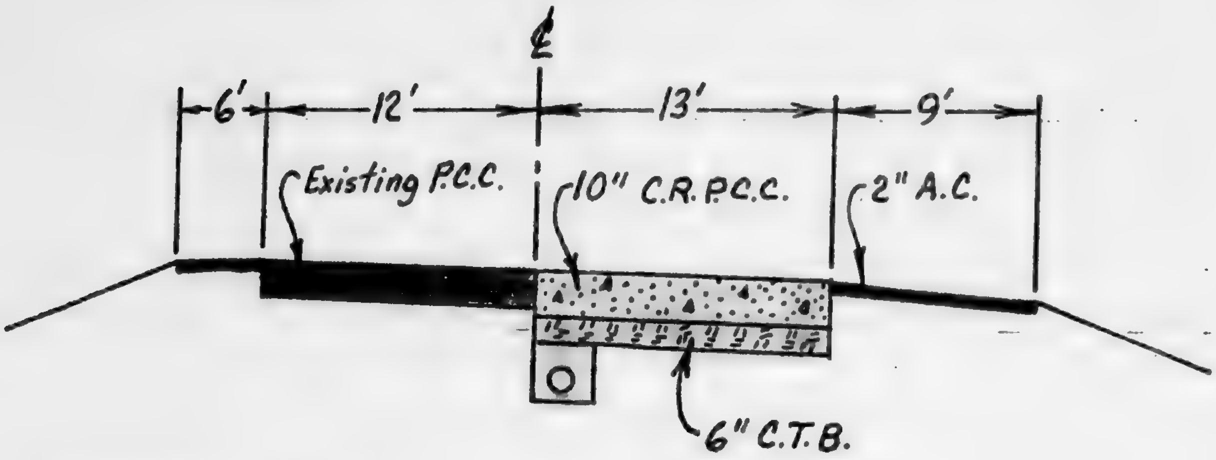
Action

DESIGN OPTION 1A

CONTINUOUSLY REINFORCED
PORTLAND CEMENT CONCRETE
PAVEMENT INLAY

(Outside Shoulder Remaining In Place)



EXISTING ■

NEW □

1) Pumping undersealing of all slabs-inside lane. This should be done before the removal/reconstruction of the outside lane starts.

2) Repair of approximately 5% of the joints in the inside lane. There is spalling at the joints due to the intrusion of incompressible material into the joints.

3) Cleaning and sealing of all joints in the inside lane.

4) Sub-drains.

5) The existing 12' X 8" P.C.C. Pavement may be recycled into the C.T.B.

6) Construction of 10" C.R.P.C.C. Pavement with 6" C.T.B. Base outside lane. (The fogline must be placed on the C.R.P.C.C. Pavement approximately 6" in from the edge.) Requires anchors at bridge ends.

7) Requires removal and Replacement of Asphaltic Concrete Pavement on outside shoulder.

This alternate provides a very low maintenance surface for a minimum of 20 years.

N. JEFFERSON INT.-CORVALLIS/LEBANON INT.
PACIFIC HIGHWAY
MARION & LINN COUNTIES

Design Option 1A

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet ______ of ______
Date 5-19-83

Section N. Jefferson Int. - Corvallis/Lebanon Hwy. Int.
County Marion & Linn
Kind Of Work Remove outside P.C.C., replace with C.R.P.C.C.
Length 1.0
Name Maness

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Remove Extg. P.C.C. Pavt.		Sq. Yd.	7,040	3^{00}	21,120
	Remove " A.C. Pavt.		" "	5,867	1^{50}	8,800
	Saw, Clean & Reseal P.C.C. Joints		Lin. Ft.	6,336	2^{00}	12,672
	General Excavation		Cu. Yd.	1,400	5^{00}	7,000
	Trench Excavation		" "	203	8^{00}	1,624
	Cement Treated Base		Ton	2,542	10^{00}	25,420
	Cement In C.T.B.		"	140	70^{00}	9,800
	Asphalt in Seal		"	10	250^{00}	2,500
	Class "B" Asphalt Mixture		"	610	13^{00}	7,930
	Asphalt in Mixture		"	40	170^{00}	6,800
	Cont. Reinf. Conc. Pavement (10")		Sq. Yd.	7,627	21^{00}	160,167
	Drain Pipe, 3" Polyethylene		Lin. Ft.	5,845	3^{00}	17,535
	Outlet Protection Blocks		Each	18	30^{00}	540
	Special Aggregate in Drains		Cu. Yd.	203	15^{00}	3,045
	Stabilize Extg. P.C.C. Pavt.		Sq. Yd.	7,040	2^{50}	17,600
	Repair Spalled Joints		Sq. Yd.	88	52^{00}	4,576
	Pavement Marker Buttons		L.S.	–	–	1,089
	Pavement Striping		L.S.	–	–	2,000
	Pipe Under Pavt.		Lin. Ft.	162	5^{00}	810
					$	311,028

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17 624-1924/622-1999

TO: J. H. Versteeg
Road Design Engineer

DATE: May 26, 1983

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: N. Jefferson Intchge-Corvallis/Lebanon Intchge
Pacific Highway
Marion and Linn Counties

Attached is a copy of the estimate that you requested on widening the existing structures on the subject project.

There are 17 structures involved at a total cost of $2,563,000. This cost was also separated into two units. The North Unit being from the North Jefferson Interchange to the North Albany Interchange, and the South Unit from the North Albany Interchange to the Corvallis/Lebanon Interchange. The estimate for the North Unit is $1,461,402, and the South Unit estimate is $1,101,598.

Previously we had estimated the cost of providing detour structures in these locations at $2,400,000.

FET:ALH:ge
Attachments

1 Versteeg
2 Anderson
3 Adams
Harnsb
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
ROAD DESIGN SECTION

Do Not
Return to
Bring Up
Action

Contains Recycled Materials

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

PRELIMINARY ESTIMATE SHEET

NAME Various (17) BRIDGE NO. Various

SECTION N. Jefferson Int - Corvallis/Leb. Int. PREFIX NO. 624 - 1924 622 - 1999

HIGHWAY Pacific (I-5) COUNTY Marion & Linn

ESTIMATE REQUESTED BY Jerry Maness DATE 5·24·83

ESTIMATE MADE BY DATE 5·24·83

ESTIMATE MADE FROM List

ALL COSTS INCLUDE AN ALLOWANCE OF 40 PERCENT FOR ENGINEERING & CONTINGENCIES

ESTIMATED STRUCTURE COST	17 structure Widenings	$ 2,111,000
	(See attached Sheet)	
	SUBTOTAL	$ 2,111,000

REMOVE EXISTING S~~TRUCTURE~~ Curb & Rail 6,452 ft @ $50/ft x1.4 .... $ 452,000

DETOUR STRUCTURE........ None .... $ 0

MAINTENANCE OF TRAFFIC. Not Included .... $ 0

OTHER........ $

TOTAL $ 2,563,000

UNLESS NOTED OTHERWISE, ABOVE COSTS DO NOT INCLUDE GRADING AND PAVING, RIGHT-OF-WAY OR SIGNING AND ILLUMINATION.

Temp. Detour Structures
#.2,400,000 Estimated

APPROVED

DATE

N Jefferson Inter - Corvallis/Leb Inter.

Marion & Linn
Various

MP	Leng. ft	Add'l Wid. ft	Area New Deck - ft²	Unit Cost $/ft²	Cost	Remove C&R - ft	Add'l Rail - ft	
241.70N	115'	8.0	920	$39	35,880	230	115	N. Jeff.
241.35N	230'	8.0	1,840	39	71,760	460	230	
241.12N	105'	8.0	840	39	32,760	210	105	
240.42S	170'	12.0	2,040	40	81,600	340	170	
240.42N	168'	8.0	1,344	39	52,416	336	168	
240.03N	105'	8.0	840	39	32,760	210	105	
239.35N	189'	8.0	1,512	39	58,968	378	189	
239.35S	189'	12.0'	2,268	40	90,720	378	189	
238.22N	397'	12.0'	4,764	45	214,380	794	397	
235.71N	126'	8.0'	1,008	39	39,312	252	126	N. Alb.
234.23N	125'	12.0'	1,500	41	61,500	250	125	
234.23S	139'	12.0	1,668	41	68,388	278	139	
234.16N	212'	12.0	2,544	42	106,848	424	212	
234.16S	194'	12.0	2,328	41	95,448	388	194	
230.86N	234'	12.0	2,808	42	117,936	468	234	
230.86S	234	12.0	2,808	42	117,936	468	234	Cor/Leb.
239.85N	299'	8.0	2,392	39	93,288	598	299	
					$1,371,900	6,462'	3,231'	

North Unit
$1,461,402.00

South Unit
$1,101,598.00

Remove Curb & Rail = 6,462 ft @ $50/ft = $323,100

Add'l for Rail = 3,231 ft @ $42/ft 135,702

Tot Est Cost 1,830,702

+40% E & C 732,298

Total $2,563,000

[illegible] Bridges - Corvallis/[illegible]
Pacific Hy.
Marion & Linn Counties

[illegible]
[illegible]

Prin. [illegible]
[illegible]-1997

M.P. 241.70 N
115' . 5-23' P.T. Comp Spans,
H.C. 34-03 6771 ~~12-26, 38 [illegible] 45-47~~

M.P. 241.35 N
230' 10-23' P.T. Comp Spans, -
H.C. 34-03

M.P. 241.12 N.
105' 5-21' Comp Spans
H.C. 34-03

M.P. 240.42 S
170' 1-31', 3-36', 1-31' RCDG Spans on P.T.
H.C. 38-00 8124 ~~13-44, 45-46, 54, 55-57~~

M.P. 240.42 N
165' 8-21' P.T. Comp Spans
H.C. 34-03

M.P. 240.03 N
105' 5-21' P.T. Comp Spans
H.C. 34-03

M.P. 239.[illegible]5 N
299' 13-23' P.T. Comp Spans
H.C. 34-03

N. Jefferson Intchge. - Corvallis/Lebanon [illegible]
Pacific Hwy.
Marion & Linn Counties

Jerry Maness
Ext. 8-8391

Prefix 624-1924
622-1999

M.P. 241.70 N
115' 5-23' P.T. Comp Spans,
H.C. 34-03 4771 ~~12636-39, 41-42, 45-47~~

M.P. 241.35 N
230' 10-23' P.T. Comp Spans,
H.C. 34-03

M.P. 241.12 N.
105' 5-21' Comp Spans
H.C. 34-03

M.P. 240.42 S
170' 1-31', 3-36', 1-31' RCDG Spans on P.T.
H.C. 30-00 8124 ~~13692, 15-16, 54, 56-57~~

MP 240.42 N
168' 8-21' P.T. Comp Spans
H.C. 34-03

M.P. 240.03 N
105' 5-21' P.T. Comp Spans
H.C. 34-03

M.P. 239.85 N
299' 13-23' P.T. Comp Spans
H.C. 34-03

M.P. 239.35 N
189' 9-21' P.T. Comp Spans
H.C. 34-06

M.P. 239.35 S
189' 1-36', 3-39', 1-36' RCDG Spans
H.C. 30-00

M.P. 238.22 N
397' 1-16' Cant, 1-42'6", 1-58', 1-56'6", 1-54'
1-44'6" RCDG & 1-12' Cant Spans, 3'6" SW on Rt,
H.C. 30'-00

P. 235.71 N
126' 6-21' PT Comp Spans
H.C. 34'-03

P. 234.23 N
125' 1-38', 1-49', 1-38' RCDG Spans 17 Deg Skew
H.C 30-00

P. 234.23 S
137' 1-42', 1-55', 1-42' RCDG Spans, 27 Deg Skew
H.C 30-00

U.P. 234.16 N

212' 1-43', 1-54', 1-64', 1-51' RCDG Spans, 33 Deg Skew

H.C. 30'00

U.P. 234.16 S

194' 1-40', 1-50', 1-54', 1-50' R.C.D.G, 33 Deg Skew

H.C. 30'00

U.P. 230.86 N&S

234' 1-39', 1-48', 1-60', 1-48', 1-39' RCDG Spans

234' H.C. NB 30-00

H.C. S.B. 30-00

I-5 N

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17
624-1924/622-1999

TO: J. H. Versteeg
Road Design Engineer

DATE: May 11, 1983

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: N. Jefferson Intchge-Corvallis/Lebanon Intchge
Pacific Highway
Marion and Linn Counties

Attached for your review are seven design options and a method of handling traffic for the construction of the subject project.

Each of the design options has an explanation of the work involved, including the expected design life. An estimated cost of rehabilitating a one-mile section of the project is also included with each option.

Design Options 1 and 2 are the recommended rehabilitation options that John Scofield, Surfacing Design Engineer, presented in his report on April 1, 1983.

The method of handling traffic during construction was reviewed by the Traffic Section. They approve the basic concept of the plan which provides four lanes of traffic separated from the contractor's work area. This method will also save approximately $200,000 per mile in detour construction costs.

Additional copies of the design options and the method of handling traffic are available.

1 Versteeg ✓
Anderson
2 Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
MAY 11 1983
ROAD DESIGN SECTION

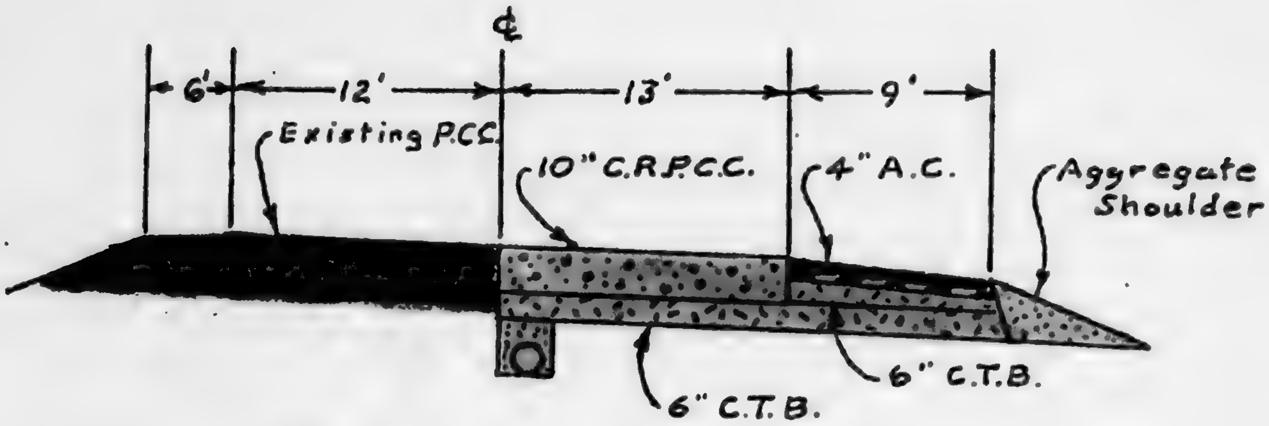
Do Not File ☐
Return to
Bring Up
Action

FET:ALH:ge

Attachments (8)

DESIGN OPTION 1

CONTINUOUSLY REINFORCED
PORTLAND CEMENT CONCRETE
PAVEMENT INLAY



EXISTING ■

NEW ▨

1) Pumping undersealing of all slabs-inside lane. This should be done before the removal/reconstruction of the outside lane starts.

2) Repair of approximately 5% of the joints in the inside lane. There is spalling at the joints due to the intrusion of incompressible material into the joints.

3) Cleaning and sealing of all joints in the inside lane.

4) Sub-drains.

5) The existing 12' X 8" P.C.C. Pavement may be recycled into the C.T.B.

6) Construction of 10" C.R.P.C.C. Pavement with 6" C.T.B. Base outside lane. (The fogline must be placed on the C.R.P.C.C. Pavement approximately 6" in from the edge.) Requires anchors at bridge ends.
7) Requires the reconstruction of the outside shoulder with 4" A.C. and 12" C.T.B.

This alternate provides a very low maintenance surface for a minimum of 20 years.

N. JEFFERSON INT.-CORVALLIS/LEBANON INT.
PACIFIC HIGHWAY
MARION & LINN COUNTIES

Design Option 1

EGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet ______ of ______

Date 4-26-83

Section N. Jefferson Int. - Corvallis/Lebanon Hwy. Int.

County Marion & Linn

Kind Of Work Remove outside P.C.C., replace with C.R.P.C.C.

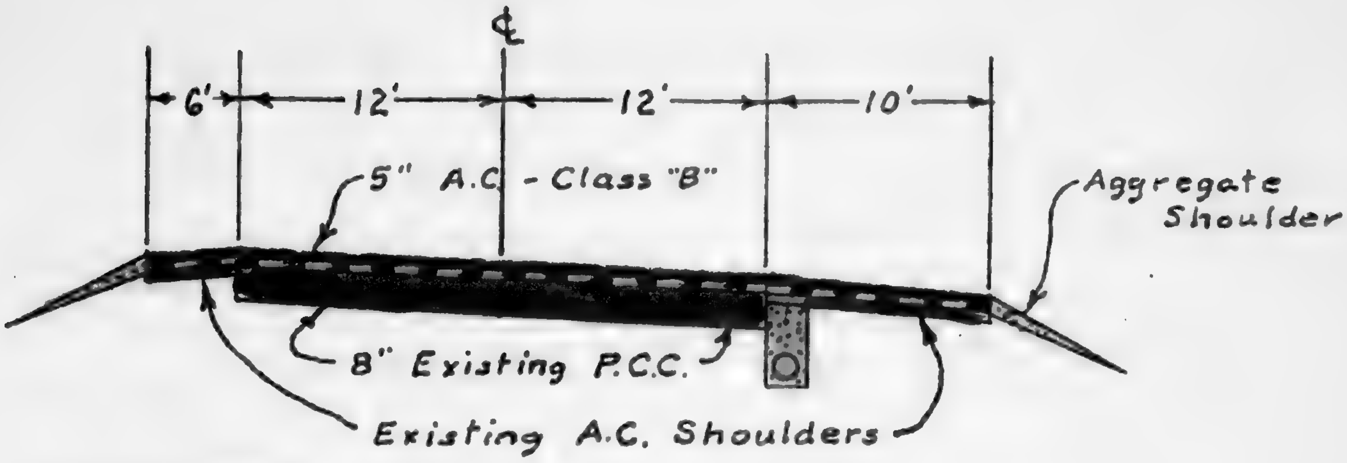
Length 1.0

Name Maness

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Remove Extg. P.C.C. Pavt.		Sq. Yd.	7,040	3^{00}	21,120
	Remove " A.C. "		" "	5,867	1^{50}	8,800
	Saw, Clean & Reseal P.C.C. Joints		Lin. Ft.	6,336	2^{00}	12,672
	General Excavation		Cu. Yd.	3,716	5^{00}	18,580
	Trench Excavation		" "	203	8^{00}	1,624
	Aggregate Shoulder Matl.		Ton	1330	6^{00}	7,980
	Cement Treated Base		"	6,195	10^{00}	61,950
	Cement in C.T.B.		"	340	70^{00}	23,800
	Asphalt in Seal		"	16	250^{00}	4,000
	Class "B" Asphalt Mixture		"	1180	13^{00}	15,340
	Asphalt in Mixture		"	77	170^{00}	13,090
	Cont. Reinf. Concrete 10" Pavement		Sq. Yd.	7,627	21^{00}	160,167
	Drain Pipe, 3" Polyethylene		Lin. Ft.	5,845	3^{00}	17,535
	Outlet Protection Blocks		Each	18	30^{00}	540
	Special Aggregate in Drains		Cu. Yd.	203	15^{00}	3,045
	Stabilize Extg. P.C.C. Pavt.		Sq. Yd.	7,040	2^{50}	17,600
	Repair Spalled Joints		Sq. Yd.	88	52^{00}	4,576
	Pavement Marker Buttons		L.S.	—	—	1,089
	Pavement Striping		L.S.		-	2,000
					$	395,508

DESIGN OPTION 2

ASPHALTIC CONCRETE OVERLAY



℄
6'
12'
12'
10'
5" A.C. - Class "B"
Aggregate Shoulder
8" Existing P.C.C.
Existing A.C. Shoulders

EXISTING ■
NEW ▨

1) Requires pumping/undersealing of all slabs, both lanes.

2) Requires replacement of broken slabs in the outside lane - 5%.

3) Requires sub-drains for the entire length.

4) Requires raising of all structures on the freeway or reconstruction at bridge ends.

5) Initial overlay requirement is 5" of Asphaltic Concrete, plus 1" allowance for leveling.

6) Requires the adjustment of all guardrails and barriers.

7) Would require a second stage at approximately 10 years, which would involve removing at least 4" of the A.C. and repaving in the travel lanes.

N. JEFFERSON INT.-CORVALLIS/LEBANON INT.
PACIFIC HIGHWAY
MARION & LINN COUNTIES

DESIGN OPTION 2

OREGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet ______ **of** ______

Date 4-29-83

Section N. Jefferson Int. - Corvallis/Lebanon Int.

County Marion & Linn

Kind Of Work Asph. Conc. Overlay

Length 1.0

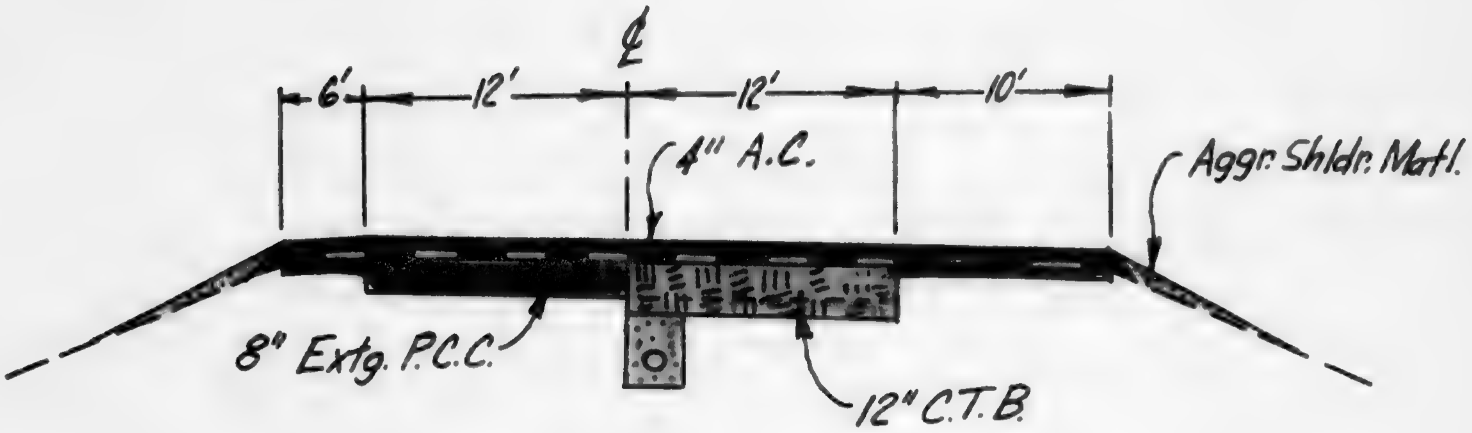
Name Maness

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Pavement Removal (P.C.C. Broken Slabs)		Sq. Yd.	352	3^{00}	1056
	General Excavation		Cu. Yd.	1,565	5^{00}	7,825
	Trench Excavation		" "	302	8^{00}	2,416
	Aggr. Shldr. Matl.		Ton	1304	6^{00}	7,824
	Class "B" Asph. Conc. Mixture		"	7,689	13^{00}	99,957
	Asphalt in Mix		"	512	170^{00}	87,040
	Asphalt in Tack Coat		"	6	200^{00}	1,200
	P.C.C. Pavement (16" - Slab replacement)		Sq. Yd.	352	25^{00}	8,800
	3" Drain Pipe		Lin. Ft.	5,676	3^{50}	19,866
	Outlet Protection Blocks		Each	18	30^{00}	540
	Special Material in Drains		Cu. Yd.	200	15^{00}	3,000
	Stabilizing Extg. P.C.C. Slabs		Sq. Yd.	13,728	2^{50}	34,320
	Cement Treated Base (Trench Cap)		Ton	202	10^{00}	2,020
	Cement in C.T.B.		"	11	70^{00}	770
	Asphalt in Seal		"	1	250^{00}	250
	Pavement Marker Buttons		L.S.	-	-	1,089
	Pavement Striping		L.S.	-	-	2,000
					$	279,973

DESIGN OPTION 3

ASPHALTIC CONCRETE OVERLAY

(With Reconstruction of Outside Lane)



EXISTING ■

NEW ▨

1. Requires pumping undersealing beneath all slabs, inside lane. This should be done before the removal/reconstruction of the outside lane begins.
2. Requires subgrade drains for the entire length.
3. Requires raising of all structures or reconstruction at bridge ends.
4. Initial overlay requirement is 4" of Asphaltic Concrete, plus 1" allowance for leveling and 12" C.T.B. outside lane only.
5. Requires the adjustment of all guardrails and barriers.
6. Will require a second stage at approximately 15 years, which will involve removing at least 2" of the A.C. and repaving in the travel lane.

N. JEFFERSON INT.-CORVALLIS/LEBANON INT.
PACIFIC HIGHWAY
MARION & LINN COUNTIES

DESIGN OPTION 3

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

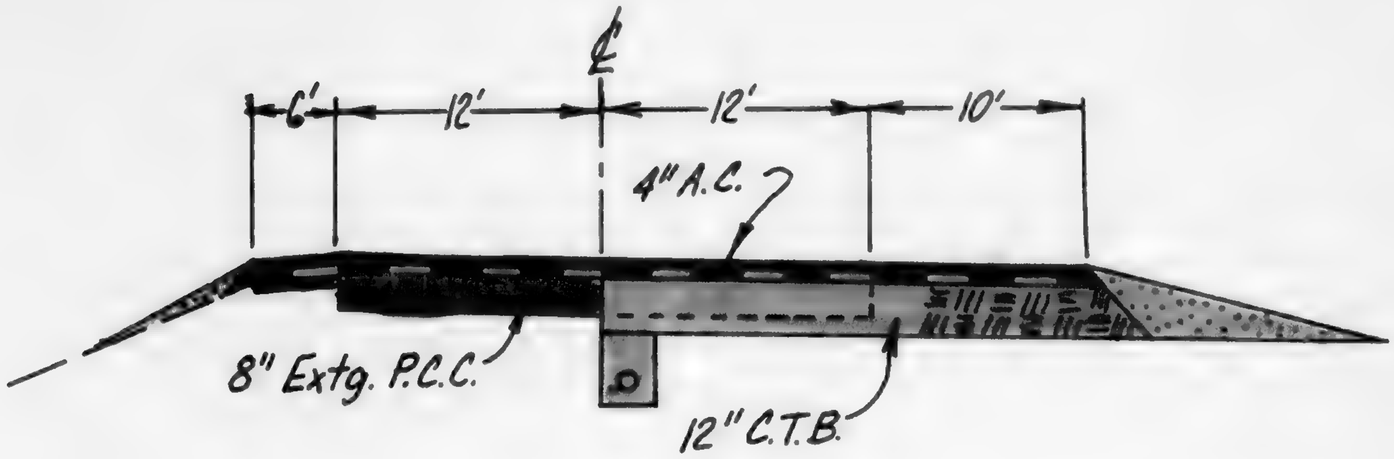
Sheet ______ of ______
Date 4-29-83
Section N. Jefferson Int. - Corvallis/Lebanon Int.
County Marion & Linn
Kind Of Work A.C. Overlay (With reconst. of Outside lane)
Length 1.0
Name Maness

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Pavement Removal (A.C. & P.C.C.)		Sq. Yd.	7,240	3^{00}	21,720
	General Excavation		Cu. Yd.	850	5^{00}	4,250
	Trench Excavation		" "	355	8^{00}	2,840
	Aggr. Shldr. Matl.		Ton	520	6^{00}	3,120
	Cement Treated Base		"	5,084	10^{00}	50,840
	Cement in C.T.B.		"	280	70^{00}	19,600
	Asphalt in Seal		"	27	250^{00}	6,750
	Class "B" A.C. Mixture		"	6,557	13^{00}	85,241
	Asphalt in Mix		"	426	170^{00}	72,420
	Asphalt in Tack		"	6	200^{00}	1,200
	3" Drain Pipe		Lin. Ft.	5,676	3^{50}	19,866
	Outlet Protection Blocks		Each	18	30^{00}	540
	Special Matl. in Drains		Cu. Yd.	200	15^{00}	3,000
	Stabilize Extg. P.C.C. Pavt.		" "	7,040	2^{50}	17,600
	Pavement Marker Buttons		L. S.	-	-	1,089
	Pavement Striping		L. S.	-	-	2,000
					$	312,076

DESIGN OPTION 3A

ASPHALTIC CONCRETE OVERLAY

(With Reconstruction of Outside Lane and Shoulder)



EXISTING ■

NEW ▨

1. Requires pumping undersealing beneath all slabs, inside lane. This should be done before the removal/reconstruction of the outside lane begins.
2. Requires subgrade drains for the entire length.
3. Requires raising of all structures or reconstruction at bridge ends.
4. Initial overlay requirement is 4" of Asphaltic Concrete, plus 1" allowance for leveling.
5. Requires the adjustment of all guardrails and barriers.
6. Will require a second stage at approximately 15 years, which would involve removing at least 2" of the A.C. and repaving the travel lanes.
7. Requires the reconstruction of the outside shoulder with 4" A.C. and 12" C.T.B.

N. JEFFERSON INT.-CORVALLIS/LEBANON INT.
PACIFIC HIGHWAY
MARION & LINN COUNTIES

DESIGN OPTION 3A

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet ______ of ______
Date 4-29-83

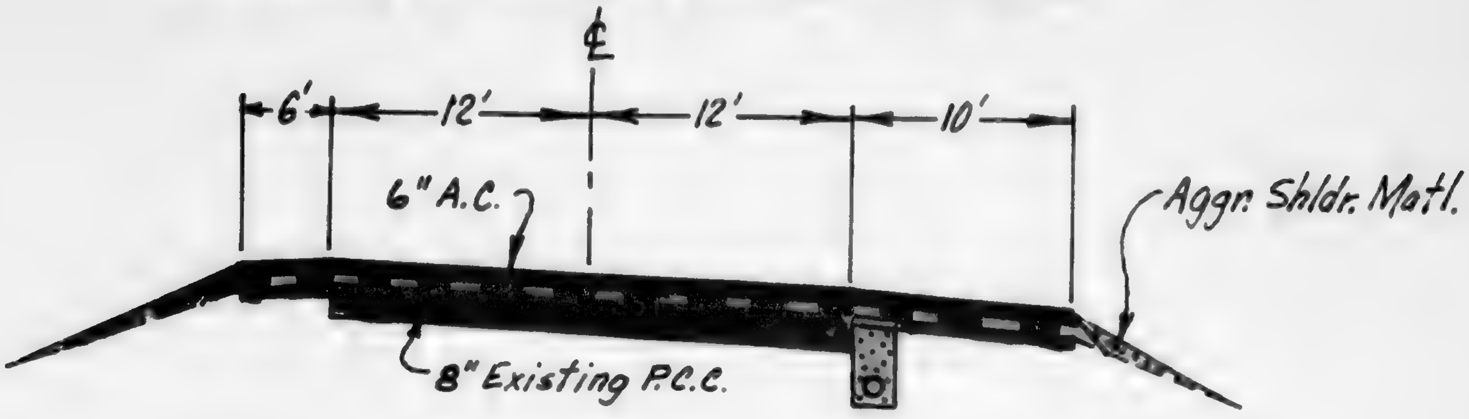
Section N. Jefferson Int. - Corvallis/Lebanon Int.
County Marion & Linn
Kind Of Work A.C. Overlay (With reconst. Outside lane & Shldr.)
Length 1.0
Name Maness

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Pavement Removal (A.C.)		Sq. Yd.	5,867	1^{50}	8,800
	" " (P.C.C.)		" "	7,040	3^{00}	21,120
	General Excavation		Cu. Yd.	3,320	5^{00}	16,600
	Trench Excavation		" "	366	8^{00}	2,928
	Aggregate Shldr. Matl.		Ton	1,000	6^{00}	6,000
	Cement Treated Base		"	8,800	10^{00}	88,000
	Cement in C.T.B.		"	484	70^{00}	33,880
	Asphalt in Seal		"	16	250^{00}	4,000
	Class "B" A.C. Mix		"	6,557	13^{00}	85,241
	Asphalt in Mix		"	426	170^{00}	72,420
	Asphalt in Tack		"	6	200^{00}	1,200
	3" Drain Pipe		Lin. Ft.	5,856	3^{50}	20,496
	Outlet Protection Blocks		Each	18	30^{00}	540
	Special Matl. in Drains		Cu. Yd.	203	15^{00}	3,045
	Stabilize Extg. P.C.C. Pavt.		Sq. Yd.	7,040	2^{50}	17,600
	Pavement Marker Buttons		L.S.	-	-	1,089
	Pavement Striping		L.S.	-	-	2,000
					$	384,959

DESIGN OPTION 4

ASPHALTIC CONCRETE OVERLAY

(With Breaking and Seating of Existing P.C.C. Slabs)



EXISTING ■
NEW ▨

1. Requires breaking and seating of existing P.C.C. slabs. Seating should be done just prior to overlaying.
2. Requires subgrade drains for the entire length.
3. Requires raising of all structures on the freeway or reconstruction at bridge ends.
4. Initial overlay requirement is 6" of Asphaltic Concrete, plus 1" allowance for leveling.
5. Requires the adjustment of all guardrails and barriers.
6. Will require a second stage at approximately 10 years, which would involve removing at least 4" of the A.C. and repaving the travel lanes.

N. JEFFERSON INT.-CORVALLIS/LEBANON INT.
PACIFIC HIGHWAY
MARION & LINN COUNTIES

DESIGN OPTION 4

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet ______ of ______
Date 4-30-83

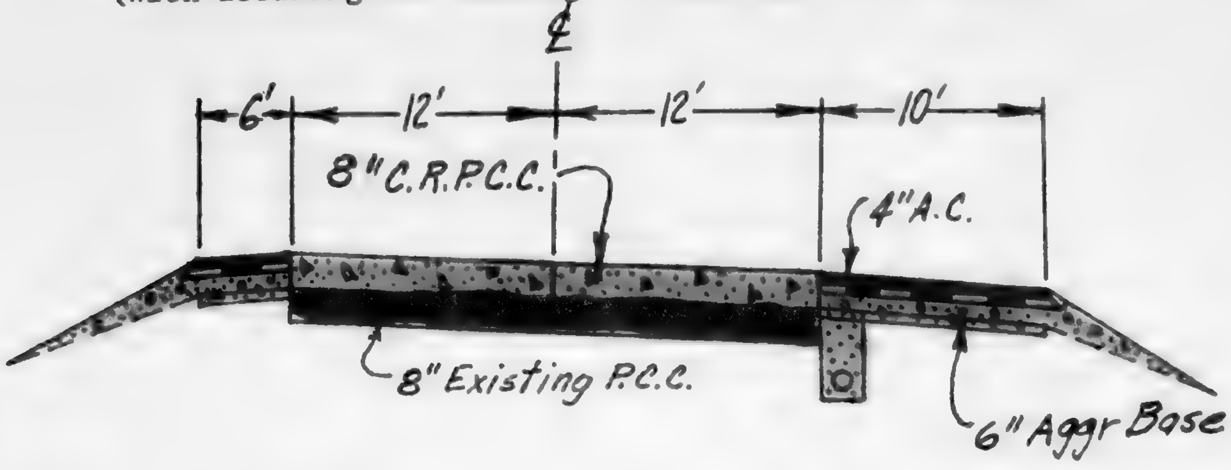
Section N. Jefferson Int. - Corvallis/Lebanon Int.
County Marion & Linn
Kind Of Work A.C. Overlay (Break & Seat Extg. P.C.C. Panels)
Length 1.0
Name Moness

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Breakup & Seat Extg. P.C.C. Panels		Sq. Yd.	14,080	1^{00}	14,080
	Remove Extg. A.C. Pavement (Drain Pipe)		" "	630	1^{50}	945
	Trench Excavation		Cu. Yd.	302	8^{00}	2,416
	Aggregate Shldr. Matl.		Ton	1,564	6^{00}	9,384
	Class "B" Asph. Conc. Mixture (Incl. 140T for Tr. Cap)		"	9,320	13^{00}	121,160
	Asphalt in Mix		"	606	170^{00}	103,020
	Asphalt in Tack		"	6	200^{00}	1,200
	3" Drain Pipe		Lin. Ft.	5,676	3^{50}	19,866
	Outlet Protection Blocks		Each	18	30^{00}	540
	Special Matl. in Drains		Cu. Yd.	197	15^{00}	2,955
	Pavement Marker Buttons		L.S.	-	-	1,089
	Pavement Striping		L.S.	-	-	2,000
					$	278,655

DESIGN OPTION 5

CONTINUOUSLY REINFORCED P.C.C. OVERLAY

(With Breaking and Seating of Existing P.C.C. Slabs)



EXISTING ■
NEW □

1. Requires breaking and seating of existing P.C.C. slabs. Seating should be done just prior to overlaying.
2. Requires subgrade drains for the entire length.
3. Requires raising of all structures or reconstruction at bridge ends.
4. Overlay requirement is 8" C.R.P.C.C. Pavement with 4" A.C. and 6" C.T.B. on the shoulders. Requires anchors at bridge ends.
5. Requires the adjustment of all guardrails and barriers.

N. JEFFERSON INT.-CORVALLIS/LEBANON INT.
PACIFIC HIGHWAY
MARION & LINN COUNTIES

DESIGN OPTION 5 -

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet ______ of ______
Date April 29, 1983

Section N. Jefferson Int. - Corvallis/Lebanon Int.
County Marion & Linn

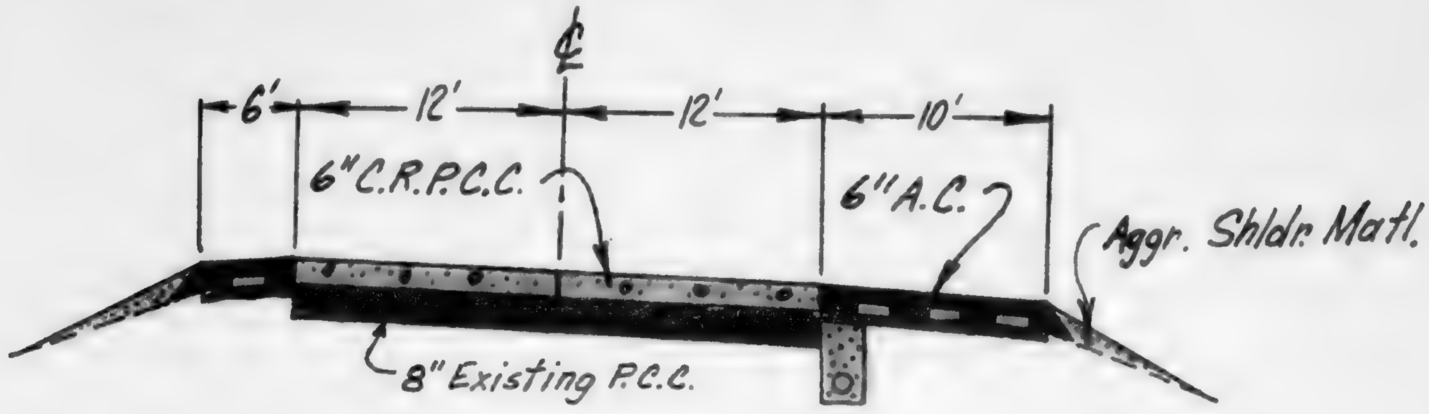
Kind Of Work C.R.P.C.C. Overlay (Break & Seat Extg. P.C.C. Slabs)
Length 1.0
Name Maness

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Breakup and seat Extg. P.C.C. Slabs		Sq. Yd.	14,080	1^{00}	14,080
	Remove Extg. Pavement (A.C.)		" "		1^{50}	14,080
	Trench Excavation		Cu. Yd.	302	8^{00}	2,416
	Aggregate Base		Ton	4,302	6^{00}	25,812
	Class "B" A.C. Mixture		"		13^{00}	29,094
	Asphalt In Mix		"		170^{00}	24,820
	C.R.P.C.C.		Sq. Yd.	14,080	19^{00}	267,520
	3" Drain Pipe		Lin. Ft.	5,676	3^{50}	19,866
	Outlet Protection Blocks		Each	18	30^{00}	540
	Special Matl. In Drains		Cu. Yd.	302	15^{00}	4,530
	Permanent Marker Buttons		L.S.	-	-	1,089
	Pavement Striping		L.S.	-	-	2,000
					$	405,847

DESIGN OPTION 5A

CONTINUOUSLY REINFORCED P.C.C. PAVEMENT OVERLAY

(With Undersealing Pumped Beneath Existing P.C.C. Slabs)



EXISTING	■
NEW	▒

1. Requires pumping undersealing beneath all slabs.
2. Requires subgrade drains for the entire length.
3. Requires raising of all structures or reconstruction at bridge ends.
4. Overlay requirement is 6" C.R.P.C.C. Pavement with 6" A.C. on the shoulders. Requires anchors at bridge ends.
5. Requires the adjustment of all guardrails and barriers.

N. JEFFERSON INT.-CORVALLIS/LEBANON INT.
PACIFIC HIGHWAY
MARION & LINN COUNTY

DESIGN OPTION 5.

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet ____ of ____

Date 4-29-83

Section N. Jefferson Int. - Corvallis/Lebanon Int.

County Marion & Linn

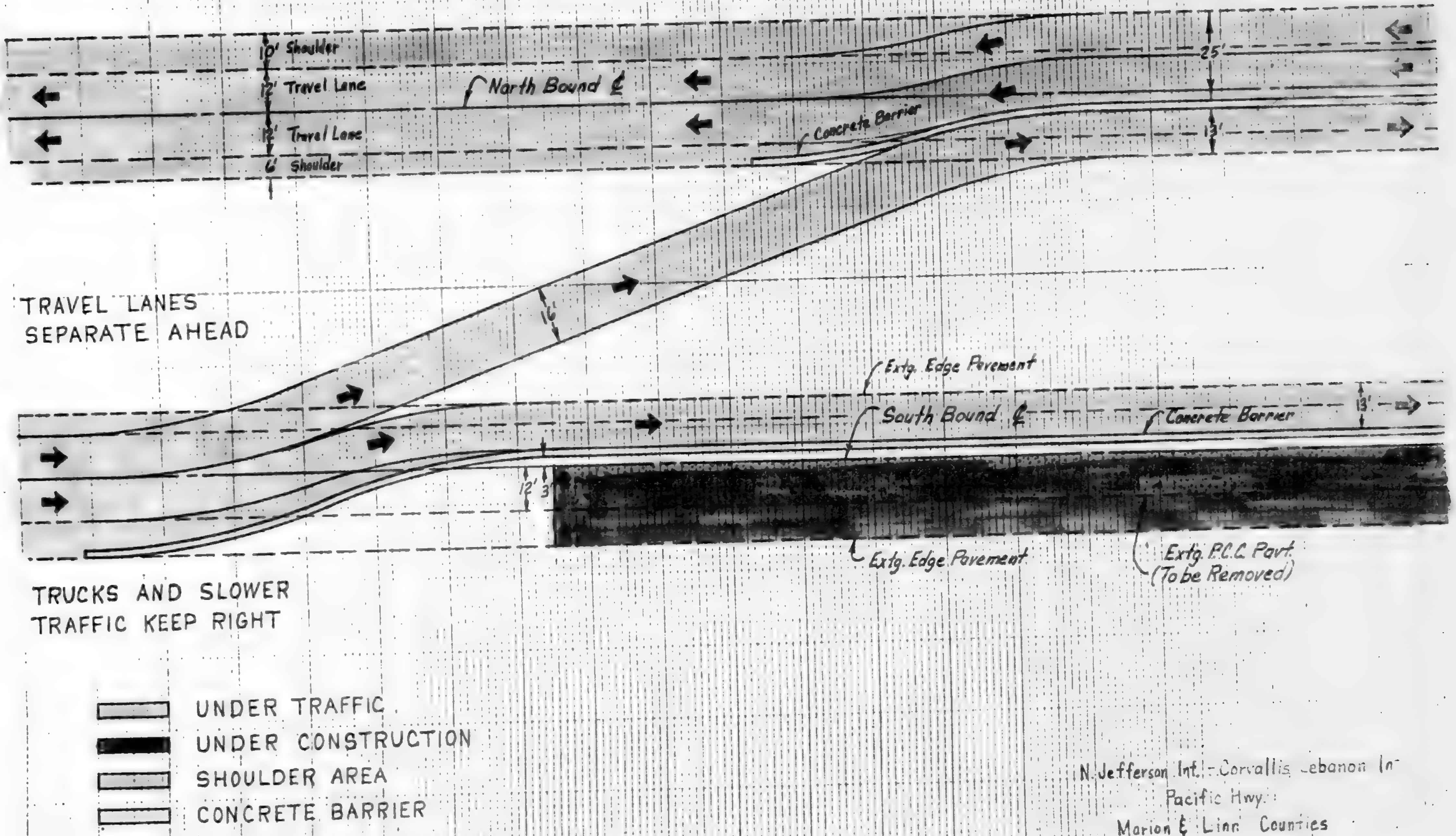
Kind Of Work C.R.P.C.C. Overlay (Stabilize Extg. P.C.C. Slbs)

Length 1.0

Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Pavement Removal (A.C.)		Sq. Yd.	630	1^{50}	945
	Pavement Removal (P.C.C. Extg. Slabs)		Sq. Yd.	352	3^{00}	1056
	Trench Excavation		Cu. Yd.	302	8^{00}	2,416
	Aggregate Shldr. Matl.		Ton	1564	6^{00}	9,384
	Class "B" Asph. Conc. Mixture		"	3,148	13^{00}	40,924
	Asph. In Mix		"	205	170^{00}	34,850
	Asph. In Tack Coat		"	2	200^{00}	400
	C.R.P.C.C. Pavement (6")		Sq. Yd.	14,080	17^{00}	239,360
	3" Drain Pipe		Lin. Ft.	5,676	3^{50}	19,866
	Outlet Protection Blocks		Each	18	30^{00}	540
	Special Matl. In Drains		Cu. Yd.	302	15^{00}	4,530
	Stabilizing Extg. P.C.C. Pavt.		Sq. Yd.	13,728	2^{50}	34,320
	P.C.C. Pavement (16")		" "	352	25^{00}	8,800
	Permanent Marker Buttons		L.S.	-	-	1,089
	Permanent Striping		L.S.	-	-	2,000
					$	400,480

METHOD OF HANDLING TRAFFIC


10' Shoulder
12' Travel Lane
12' Travel Lane
6' Shoulder
North Bound ℄
Concrete Barrier
25'
13'
16'
TRAVEL LANES
SEPARATE AHEAD
Extg. Edge Pavement
South Bound ℄
Concrete Barrier
13'
12'
3'
Extg. Edge Pavement
Extg. P.C.C. Pavt.
(To be Removed)
TRUCKS AND SLOWER
TRAFFIC KEEP RIGHT
UNDER TRAFFIC
UNDER CONSTRUCTION
SHOULDER AREA
CONCRETE BARRIER

N. Jefferson Int. - Corvallis Lebanon In
Pacific Hwy.
Marion & Linn Counties

1-5 N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: April 26, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary Potter
Manager, Program Section

1 Versteeg
Anderson
2 Adams
3 Liacnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
APR 26 1983
ROAD DESIGN
SECTION

Do Not File
Return to
Bring Up
Action

Subject: Project No. IR-5-4(92)228
N. Jefferson Interch.-Corvallis/Lebanon Interch. Sec.
Linn & Marion Counties

I request authorization to proceed with the balance of the preliminary engineering work including PS&E preparation phase on the subject project. The enclosed copy of Mr. Terpin's April 22, 1983 memo with attachments provides information regarding proposed methods of corrective work.

Authorization to proceed as requested will revise the financing to read as follows:

	Total Cost	Federal Funds
Present Authorization	$ 17,500.00	$ 16,138.00
Requested Authorization	64,500.00	59,481.00
Total	$ 82,000.00	$ 75,619.00

CL:bks
Attachments
cc: F. Terpin
J.H. Versteeg
C.O. Fredrickson
J.T. Scofield
General Files

Form 734-3122

I-5 N

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17
624-1924/622-1999

TO: Gary A. Potter, Manager
Program Management Section

DATE: April 22, 1983

FROM: Frank E. Terpin
Location Engineer H.E.P.

SUBJECT: N. Jefferson Intchge-Corvallis/
Lebanon Highway Intchge Section
Pacific Highway
Marion and Linn Counties

1 Versteeg ✓
Anderson
2 Adams
Macnab
Stoudenmeyer
Terpin
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Wakerlig

RECEIVED
APR 25 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

To assist you in acquiring approval from the FHWA for preliminary engineering on the subject project, the following information is offered.

A previous request for approval was denied because the work described to correct the existing condition was not eligible for federal aid. A small sum was approved to conduct a study to determine the proper correction procedure. This study has now been completed. A copy of the recommended corrective work is attached.

At a meeting held on April 21, 1983, Messrs. Hossner and Kappus of the FHWA agreed that the method of correction proposed would be acceptable to them. Please proceed to secure FHWA approval to proceed with the preliminary engineering. It would be greatly appreciated if the approval could be expedited so that the field work could be completed before construction activities become so great that no field crews are available to complete the survey.

FET:ge
Attachment

cc/att ~~J. H. Versteeg~~
C. O. Fredrickson
J. T. Scofield

REFERRED TO
Watson CW Mann
Cole Stoudenmeyer
Eriksen King
Beard Dorn Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

97160

N

STATE OF OREGON
Highway Division

INTEROFFICE MEMO

TO: Frank Terpin
Location Engineer

DATE: April 1, 1983

1-5

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: Recommended Rehabilitation Option on
N. Jefferson Int. - Corvallis/Lebanon Hwy. Int. Section
Pacific Highway

Attached is a summary of suggested rehabilitation strategies for the P.C.C. Pavement which has failed.

The pavement in the inside lane can provide another 20 years of service, with adequate stabilization, drainage and joint repair. Therefore building a new outside lane is a viable alternative. An A.C. overlay, along with appropriate stabilization and repair of the existing pavement is also acceptable.

Background information to support these recommendations is available in this office. This information includes a cracking survey, deflections, and truck loading data.

I recommend that the location survey proceed, with the section being separated into two units.

JTS:tab

Attachment

cc: FHWA
J. H. Versteeg
C. O. Fredrickson
Bill Fretwell
Don Thurston

......Versteeg ....
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RECEIVED
ROAD DESIGN
SECTION

RECEIVED
APR 04 1983
LOCATION
SECTION

81-125-1387

REPORT ON PAVEMENT REHABILITATION
NORTH JEFFERSON INTERCHANGE - CORVALLIS/LEBANON HIGHWAY INTERCHANGE SECTION
PACIFIC HIGHWAY
MARION AND LINN COUNTIES

The purpose of this project is to provide for the rehabilitation of the P.C.C. Pavement. This pavement, which was completed in 1959, is of the mesh and dowell design, 8" thick, with joints every 61.5'.

The pavement has exhibited extensive fatigue failures, evidenced by longitudinal cracking in the wheelpaths. Through a study of the maintenance history of this pavement it has been established that the fatigue failures reached an undesirable stage in 1980. The condition of the inside lane is still suitable.

The truck volume history shows that the outside lane had handled approximately 10 million 18 Kip Equivalent Axle Loads by 1980. Projections of truck loadings for the future show that the inside lane will not accumulate 10 million E.A.L.'s before 2000.

From this information, rehabilitation strategies fall into two categories:

1. Replace the outside travel lane, with a new C.R.P.C.C. Pavement designed for the next 20 years. Stabilization, and minor joint repairs to the inside lane will insure that it will provide adequate service for 20 years. The outside shoulder would have to be reconstructed also.
2. Stabilize the existing P.C.C. Pavement and overlay with asphaltic concrete.

A more detailed description of these two strategies is attached.

Building a new C.R.P.C.C. outside lane has the advantage of concentrating the funds in the lane that carries a large majority of the heavy trucks. It also requires a more complicated system for handling traffic during construction.

We should also consider the possibility of splitting the project into two units, with the A.C. overlay on the southbound lanes from N. Jefferson Interchange to M.P. 234.74. The northbound lanes on this section are P.C.C. with an A.C. overlay. There are also 14 structures on this section, which complicate traffic handling, for the P.C.C. reconstruction alternate.

The C.R.P.C.C. Reconstruction option will provide a minimum 20-year life. To provide 20 years life with an A.C. overlay will require the initial 5-inch overlay, plus another stage involving removing the five inches of A.C. in the travel lanes and replacing it. The total A.C. requirements for the travel lanes, including leveling is about ten inches.

RECOMMENDATIONS:

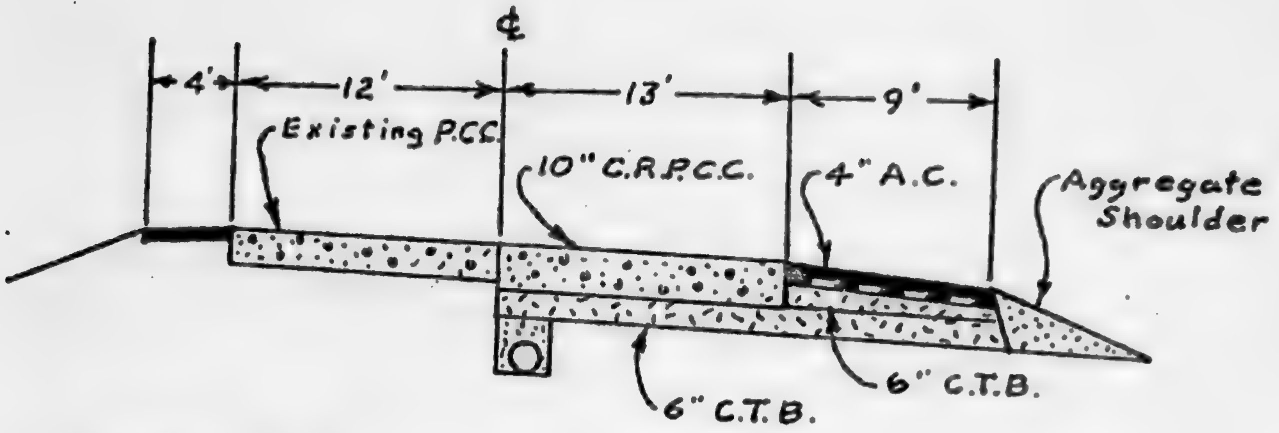
I recommend that the project be considered in two units. The north unit would be North Jefferson Interchange - North Albany (M.P. 234.74), southbound lane. The south unit would be North Albany (M.P. 234.74) to the Corvallis/Lebanon Highway Interchange.

The north unit has 14 structures to contend with, including the Santiam River Bridge. I recommend that this unit have an Asphaltic Concrete overlay. With this treatment, the northbound and southbound lanes would be nearly equal.

The south unit should have a new C.R.P.C.C. outside lane and shoulder. This treatment will provide a minimum of 20 years of life. It would take two A.C. overlays with a total of approximately 10 inches of A.C. over the entire width to provide 20 years of service life. The P.C.C. reconstruction with temporary lanes and structures would involve less actual disruption to the traveling public.

I recommend that the location survey be done with both alternates being considered. The actual decision should be made after life cycle costs are developed for the alternates.

CONTINUOUSLY REINFORCED
PORTLAND CEMENT CONCRETE
PAVEMENT INLAY



EXISTING ☐

NEW ☐

1) Pumping undersealing of all slabs-inside lane. This should be done before the removal/reconstruction of the outside lane starts.

2) Repair of approximately 5% of the joints in the inside lane. There is spalling at the joints due to the intrusion of incompressible material into the joints.

3) Cleaning and sealing of all joints in the inside lane.

4) Sub-drains.

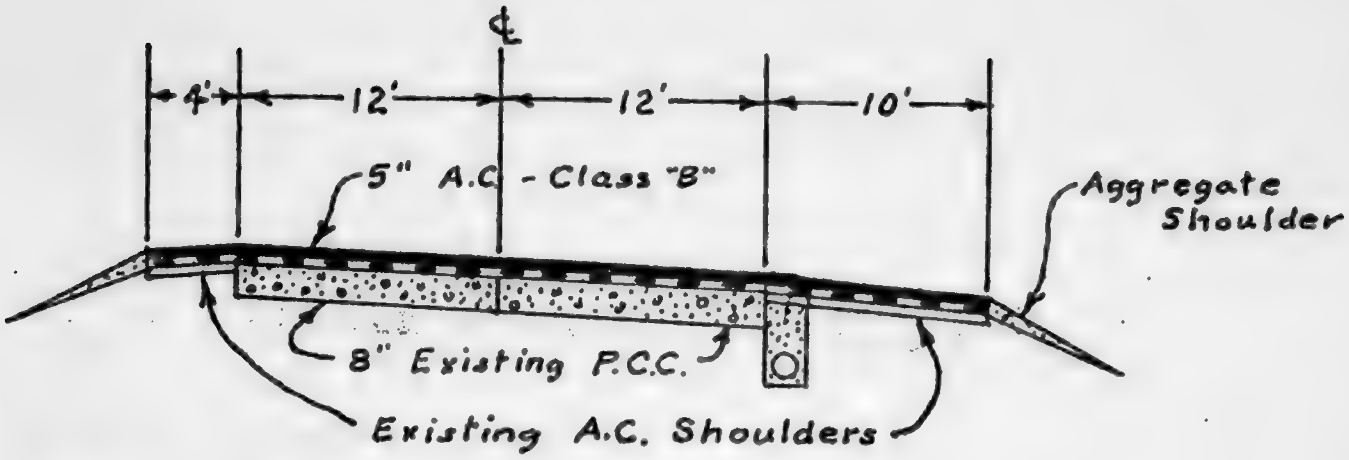
5) The existing 12' X 8" P.C.C. Pavement may be recycled into the C.T.B.

6) Construction of 10" C.R.P.C.C. Pavement with 6" C.T.B. Base outside lane. (The fogline must be placed on the C.R.P.C.C. Pavement approximately 6" in from the edge.) Requires anchors at bridge ends.

7) Requires the reconstruction of the outside shoulder with 4" A.C. and 12" C.T.B.

This alternate provides a very low maintenance surface for a minimum of 20 years.

ASPHALTIC CONCRETE OVERLAY


℄
4'
12'
12'
10'
5" A.C - Class "B"
Aggregate Shoulder
8" Existing P.C.C.
Existing A.C. Shoulders

EXISTING ▨
NEW ☐

1) Requires pumping/undersealing of all slabs, both lanes.

2) Requires replacement of broken slabs in the outside lane - 5%.

3) Requires sub-drains for the entire length.

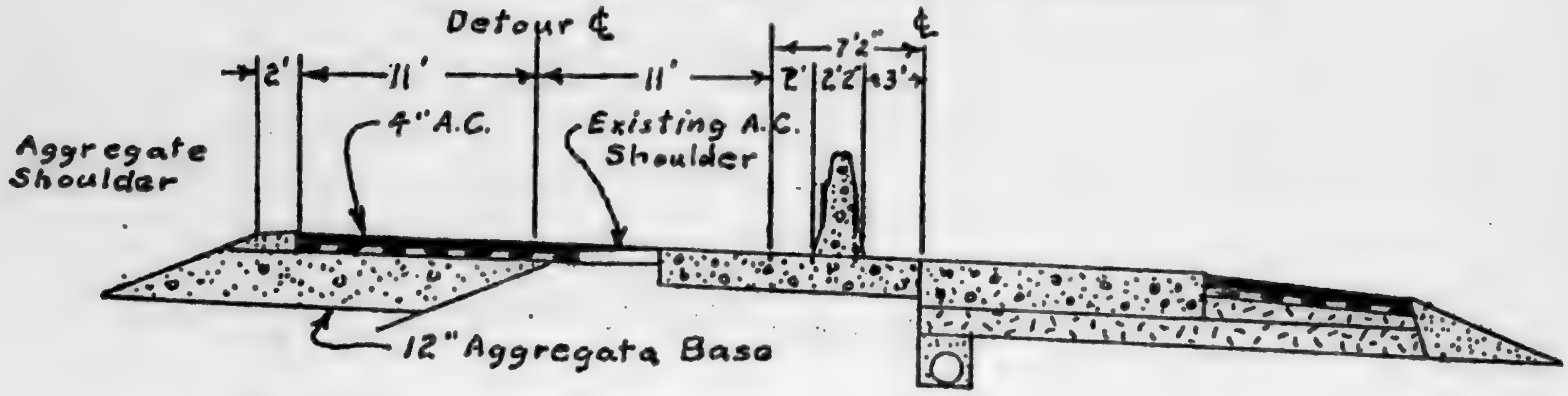
4) Requires raising of all structures on the freeway or reconstruction at bridge ends.

5) Initial overlay requirement is 5" of Asphaltic Concrete, plus 1" allowance for leveling.

6) Requires the adjustment of all guardrails and barriers.

7) Would require a second stage at approximately 10 years, which would involve removing at least 4" of the A.C. and repaving in the travel lanes.

Temporary Surfacing for C.R.P.C.C. Construction


Detour ℄
2'
11'
11'
7'2"
2'
2'2"
3'
℄
Aggregate Shoulder
4" A.C.
Existing A.C. Shoulder
12" Aggregate Base

EXISTING ☐
NEW ☐

Traffic Handling Requirements for C.R.P.C.C. Option.

A minimum of three feet of clearance from the centerline joint is needed to operate concrete placing and finishing equipment. By widening 12 to 13 feet on the median side, two travel lanes could be provided, with a solid barrier between the construction and the travel lanes. Temporary structures would be needed in the median to provide two lanes of traffic.

The temporary surfacing would be 4 inches of A.C. and 12 inches of Aggregate Base.

(Option 1)

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ Sheets

Section N. JEFFERSON Int. – N. ALBANY Int. Sec. Unit ______
Highway ______ County LINN Prefix ______
Length ______ Designer ______ Draftsman ______ Date 4-20-83
Signed ______ Title ______

Grading & Drainage		$ 11,067,400
Surfacing		$
Extra Work		
Temp. & Perm Pvmt. striping	$ 28,600	
Pavement Buttons	10,560	
Total Extra Work		$ 39,160
TOTAL		$ 11,106,560
+30% Engineering and Contingencies		$ 3,331,968
Structures		
	$	
Total Structures		$
Right of Way		$
Total Estimated Cost		$ 14,438,528

Option 1

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 2
Date 4-20-83

Section N. JEFFERSON Int. - N. ALBANY Int. SECTION
County LINN

Kind Of Work GRADING, PAVING (Option 1)
Length 9.7
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	TEMP. DETOUR STRUCTURES	104	SQ FT	49,952	25^{00}	1,248,800
2	Mobilization	110	L.S.	6%	—	598,240
3	Temp. Protection & Dir. of Traffic	111	L.S.	5%	—	498,530
4	Flagmen (2%)	111	Hr.	13,300	15^{00}	199,500
5	Temporary Signs	111	SQ FT	14,000	6^{00}	8,400
6	Temporary Barricades	111	EA	20	85^{00}	1,700
7	Temp. Conc. Barrier, Lighted	111	Lin. FT	600	19^{00}	11,400
8	Moving Temp. Conc. Barrier	111	Lin. FT	6,000	4^{00}	24,000
9	Temp. Plastic Safety Markers	111	Each	60	80^{00}	4,800
10	Sequential Arrow Signs	111	Each	2	2500^{00}	5,000
11	Temp. Illumination	111	LS	—	—	35,000
12	Oversize Advance Signs	111	Each	1	5000^{00}	5,000
13	Clearing & Grubbing	201	LS	—	—	25,000
14	Pavement Removal A.C.	202	SQ Yd	161,074	1^{50}	241,610
15	Pavement Removal P.C.C.	202	SQ Yd	63,444	3^{00}	190,330
16	Remove Extg. Guard Rail	202	Lin. FT	9344	5^{00}	46,720
17	Cold Plane Pavement Removal	202	SQ Yd	8,133	1^{50}	12,200
18	Saw, Clean & Reseal PCC Joints	202	Lin FT	66,615	2^{00}	133,230
19	Embankment in Place (Detour)	203	CU Yd	73,537	4^{00}	294,150
20	General Excavation	203	CU Yd	165,803	5^{00}	829,015
21	Trench Excavation	206	CU Yd	1,835	8^{00}	14,680
22	Watering	233	M-Gal	135	8^{00}	1,080
23	Aggregate Shld. Matl.	304	Ton	10,100	6^{00}	60,600

Option 1

OREGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 2 of 2

Date 4-20-83

Section N. JEFFERSON Int. – N. ALBANY Int. SECTION

County LINN

Kind Of Work GRADING, PAVING (Option 1)

Length 9.7

Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
24	Aggregate Base (Detour) 12"	304	Ton	67,525	6^{00}	405,150
25	Cement Treated Base 18"	308	Ton	55,830	10^{00}	558,830
26	Cement in CTB	308	Ton	3,070	70^{00}	214,900
27	Asphalt in Seal	308	Ton	145	250^{00}	36,250
28	Class "B" AC Mix	403	Ton	34,660	13^{00}	450,580
29	Asphalt in Mix	403	Ton	2,252	170^{00}	382,840
30	Asphalt in Tack Coat	407	Ton	70	200^{00}	14,000
31	CRPCC Pavement 10"	450	SQ Yd	68,731	30^{00}	2,061,930
32	3" Drain Pipe	605	Lin. FT	52,660	3^{50}	184,310
33	Outlet Protection Blocks	605	Each	159	30^{00}	4,770
34	Special Matl. in Drains	605	CU YD	1,835	15^{00}	27,525
35	Guard Rail Type "2A"	606	Lin. ft.	8275	11^{00}	91,025
36	Guard Rail Type "3"	606	Lin. ft.	925	25^{00}	23,125
37	Type "1" Anchors	606	Each	57	300^{00}	17,100
38	Type "C" END PIECES	606	Each	53	85^{00}	4,505
39	Bridge Connections	606	Each	37	325^{00}	12,025
40	Repair Spalled Joints	800	SQ Yd	5,200	52^{00}	270,400
41	Stabilize Existing PCC Pvmt.	800	SQ Yd	64,516	2^{50}	1,612,900
42	Bridge Deck Replacement	800	LS	—	—	135,720
43	Membrane (Deck)	800	SQ Yd	7,053	10^{00}	70,530

Option 1

O .GON STATE HIGHWAY DEPART NT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

Section N. ALBANY INT. - LEBANON RD INT. Unit OPTION 1
Highway PACIFIC County Prefix
Length 7.13 M. Designer MANESS Draftsman Date 4-21-83
Signed Title

Grading & Drainage		$
Surfacing		$ 11 058 797 -
Extra Work		
TEMP & PERM. PVMT. STRIPE	$ 26,000 -	
PAVEMENT BUTTONS	15 500 -	
Total Extra Work		$ 41,500
TOTAL		$ 11 100 297 -
~~+ 20%~~ 30% Engineering and Contingencies		$ 3 330 089 -
Structures		
WIDEN STRUCTURES 8226	$ 280 800 -	
Total Structures		$ 280 800 -
Right of Way		$
Total Estimated Cost		$ 14,711,186 -

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Option 1

Sheet 1 of 2
Date 4-1-83
ection N. ALBANY JCT. ~ LEBANON RD. SECTION
County LINN
ind of Work GRADING, PAVING
Length 7.12 mi.
Name V. CARROW

No.	Item	Code	Unit	Quantity	Unit Cost	Total
	TEMP. DETOUR STRUCTURES	104	SQ.FT.	25,350	25	633,750
	MOBILIZATION	110	L.S.	6%		597,773 ~~615,700~~
	TEMP. PROTECTION & DIR. OF TRAFFIC	111	L.S.	5 ~~3~~%		498,144 ~~298,900~~
	TEMPORARY SIGNS	111	SQ.FT.	1,550	6	9,300
	TEMPORARY BARRICADES	111	EA.	20	85	1,700
	TEMP. CONC. BARRIER, LIGHTED	111	LIN.FT.	1,200	19	22,800
	MOVING TEMP. CONC. BARRIER	111	LIN.FT.	12,000	4	48,000
	TEMP. PLASTIC SAFETY MARKERS	111	EA.	80	80	6,400
	SEQUENTIAL ARROW SIGNS	111	EA.	4	2500	10,000
	TEMPORARY ILLUMINATION	111	L.S.	($35,000)		35,000
	FLAGMEN (2%)	111	HR.	14,000	15	210,000
	OVERSIZE ADVANCE SIGNS	111	EA.	2	5,000	10,000
	CLEARING & GRUBBING	201	L.S.	($25,000)		25,000
	REMOVE EXISTING P.C.C. PVMT. 8"	202	SQ.YD.	103,800	3	311,400
	REMOVE EXISTING A.C. PVMT.	202	SQ.YD.	213,300	1.5	319,950
	REMOVE EXISTING GUARD RAIL	202	LIN.FT.	12,000	5	60,000
	COLD PLANE PAVEMENT REMOVAL	202	SQ.YD.	6,350	2	12,700
	SAW, CLEAN & RESEAL P.C.C. JOINTS	202	LIN.FT.	83,000	2	166,000
	EMBANKMENT IN PLACE	203	CU.YD.	81,800	4	327,200
	GENERAL EXCAVATION	203	CU.YD.	179,700	5	898,500
	TRENCH EXCAVATION	206	CU.YD.	2,820	8	22,560
	WATERING	233	M-GAL.	2,300	8	18,400
	AGGREGATE SHOULDER MATL.	304	TON	34,900	6	209,400
	AGGREGATE BASE	304	TON	82,300	6	493,800

OREGON STATE HIGHWAY DIVISION Option 1
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 4-7-83

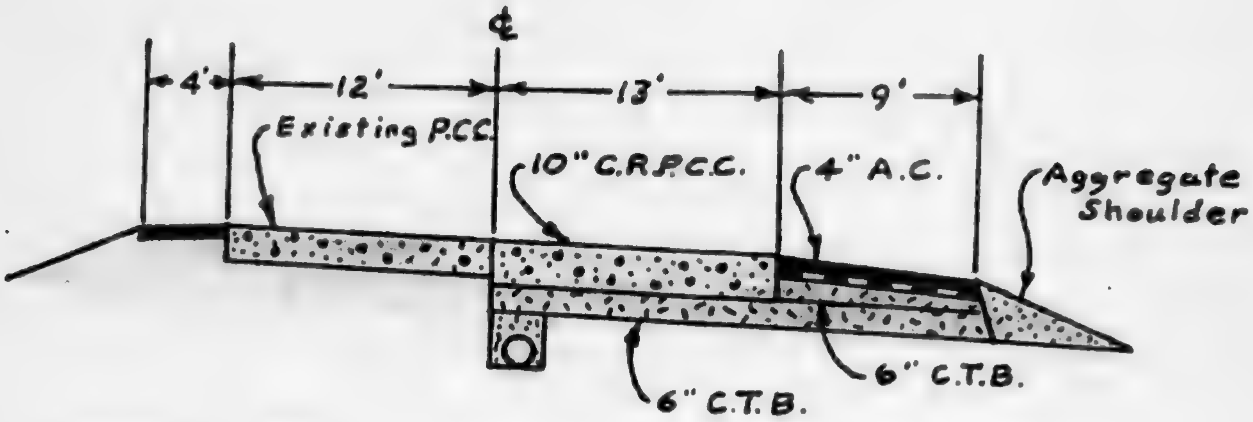
ection N. ALBANY JCT. ~ LEBANON RD. SECTION County LINN
ind of Work GRADING, PAVING Length 7.12 mi. Name V. CARROW

No.	Item	Code	Unit	Quantity	Unit Cost	Total
	CEMENT TREATED BASE	308	TON	90,200	10	902,000
	CEMENT IN C.T.B.	308	TON	4,960	70	347,200
	CLASS 'B' A.C. MIX	403	TON	45,800	13	595,400
	ASPHALT IN MIX	403	TON	2,980	170	506,600
	ASPHALT IN TACK COAT	407	TON	50	200	10,000
	CONT. REINF. CONCRETE PVMT.	450	SQ.Yd.	103,800	27	2,802,600
	TERMINAL P.C.C. PAVEMENT ANCHORS	450	LIN. FT.	430	150	64,500
	DRAIN PIPE, 3" POLYETHYLENE	605	LIN.FT.	81,340	3	244,020
	OUTLET PROTECTION BLOCKS	605	EA	245	30	7,350
	SPECIAL AGGR. IN DRAINS	605	CU.Yd.	2,820	15	42,300
	GUARD RAIL TYPE 2A	606	LIN.FT.	11,200	11	123,200
	GUARD RAIL TYPE 3	606	LIN.FT.	800	25	20,000
	GUARD RAIL END PCS. TYPE C	606	EA.	30	85	2,550
	GUARD RAIL ANCHORS TYPE 1	606	EA.	30	300	9,000
	EXTRA FOR G.R. BRIDGE CONN.	606	EA.	32	325	10,400
	PLAIN P.C.C. SURFACING	608	SQ.Yd.	6,350	11	69,850
	STABILIZE EXISTING P.C.C. PVMT.	800	SQ.Yd.	92,300	2.5	230,750
	BRIDGE DECK MEMBRANE	800	SQ.Yd.	6,350	10	63,500
	REPAIR SPALLED JOINTS	800	SQ.Yd.	1,150	52	59,800
	~~Widen Structures 8226~~		~~Sq.Ft.~~	~~4,680~~	~~60~~	~~280,800~~
				~~not in 7. figures~~		
	~~ENGINEERING & CONTINGENCIES~~				~~30%~~	~~3,263,200~~
	~~PAVEMENT BUTTONS (above)~~		~~L.S.~~	~~($15,500)~~		~~15,500~~
	~~TEMP & PERM PVMT. STRIPING~~			~~($26,000)~~		~~26,000~~
	TOTAL					~~14,182,180~~

TOTAL 11058797

Option 1

CONTINUOUSLY REINFORCED
PORTLAND CEMENT CONCRETE
PAVEMENT INLAY



EXISTING ▭

NEW ▭

1) Pumping undersealing of all slabs-inside lane. This should be done before the removal/reconstruction of the outside lane starts.

2) Repair of approximately 5% of the joints in the inside lane. There is spalling at the joints due to the intrusion of incompressible material into the joints.

3) Cleaning and sealing of all joints in the inside lane.

4) Sub-drains.

5) The existing 12' X 8" P.C.C. Pavement may be recycled into the C.T.B.

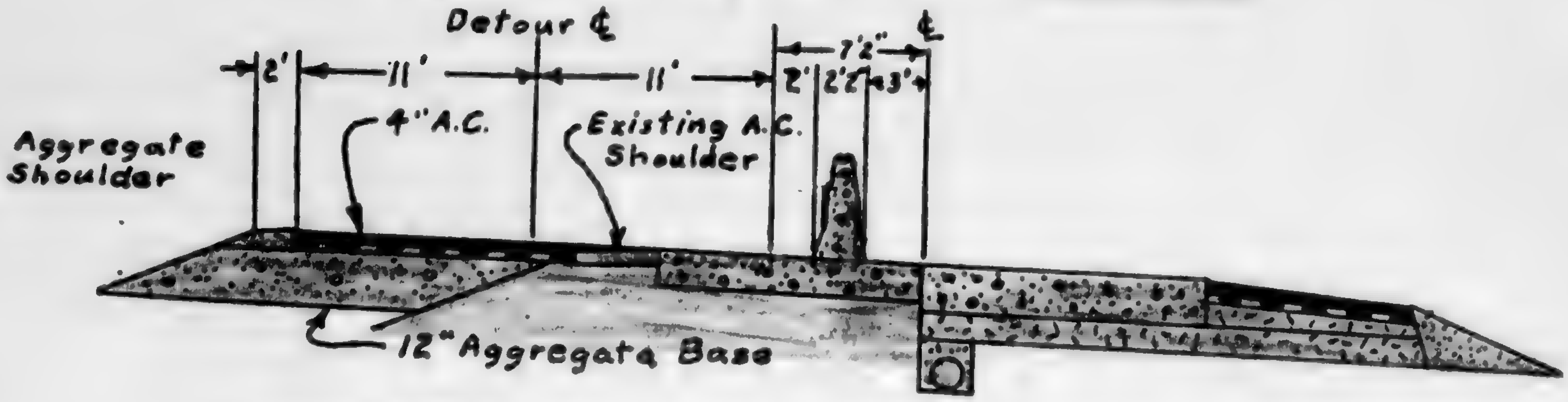
6) Construction of 10" C.R.P.C.C. Pavement with 6" C.T.B. Base outside lane. (The fogline must be placed on the C.R.P.C.C. Pavement approximately 6" in from the edge.) Requires anchors at bridge ends.

7) Requires the reconstruction of the outside shoulder with 4" A.C. and 12" C.T.B.

This alternate provides a very low maintenance surface for a minimum of 20 years.

Options 1 & 3

Temporary Surfacing for C.R.P.C.C. Construction



Detour ℄
℄
2'
11'
11'
2'
2'2'
3'
7'2"
Aggregate Shoulder
4" A.C.
Existing A.C. Shoulder
12" Aggregate Base

EXISTING ░

NEW ▓

Traffic Handling Requirements for C.R.P.C.C. Option.

A minimum of three feet of clearance from the centerline joint is needed to operate concrete placing and finishing equipment. By widening 12 to 13 feet on the median side, two travel lanes could be provided, with a solid barrier between the construction and the travel lanes. Temporary structures would be needed in the median to provide two lanes of traffic.

The temporary surfacing would be 4 inches of A.C. and 12 inches of Aggregate Base.

1160

I-5

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

-12

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: N. Jefferson Interchange -Corvallis/Lebanon Interchange

HIGHWAY NAME: Pacific Highway

HIGHWAY NUMBER: 1

REGION 2	ADMINISTRATIVE DISTRICT 4	COUNTY Marion & Linn	CITY N/A
LENGTH 16.92	MILEPOST NUMBER 227.68 TO 244.46	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER 4-R

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

The project covers the southbound lanes M.P. 227.68 to M.P. 224.46 and the northbound lanes M.P. 227.68 to 234.74, all PCC pavement. The work will consist of repairing spalls at joints, cleaning, resawing and resealing joints, removing broken pavement, replacing base aggregate and PCC pavement, slab jacking selected areas, grouting voids, planing where required and installing subgrade drainage where required.

1 Versteeg ✓
Anderson
2 Adams
3 Olson
Sullivan
Terpin
Trout
4 Wakefield

RECEIVED
JUN 7 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): (1980) 19,400 to 30,800

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 70

DESIGN STANDARDS: 4-R

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E.
Location Engineer
Date 6/3/82

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTIN NUMBER AND WIDTH	PR OSED NUMBER AND WIDTH
TRAVEL LANES	(2) 12'	Same
SHOULDERS	(1) 6' (1) 10'	"
MEDIANS	Var	"
PARKING LANES	No	
SIDEWALKS	No	
BIKEWAYS	No	
INTERCHANGES	Ext'g. (11)	Same
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☒	☐	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☒	☐	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☒	☐	☐	Reconnaissance Available	☒	☐	☐
Utilities	☐	☐	☒	Design Review	☐	☒	☐

Type ______________________

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☐ N/A	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(7)	2
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	4

RECOMMENDED CONSTRUCTION DATE	6-83 (Region)	(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
PCC Pavement	8"	
CTB Base	12"	

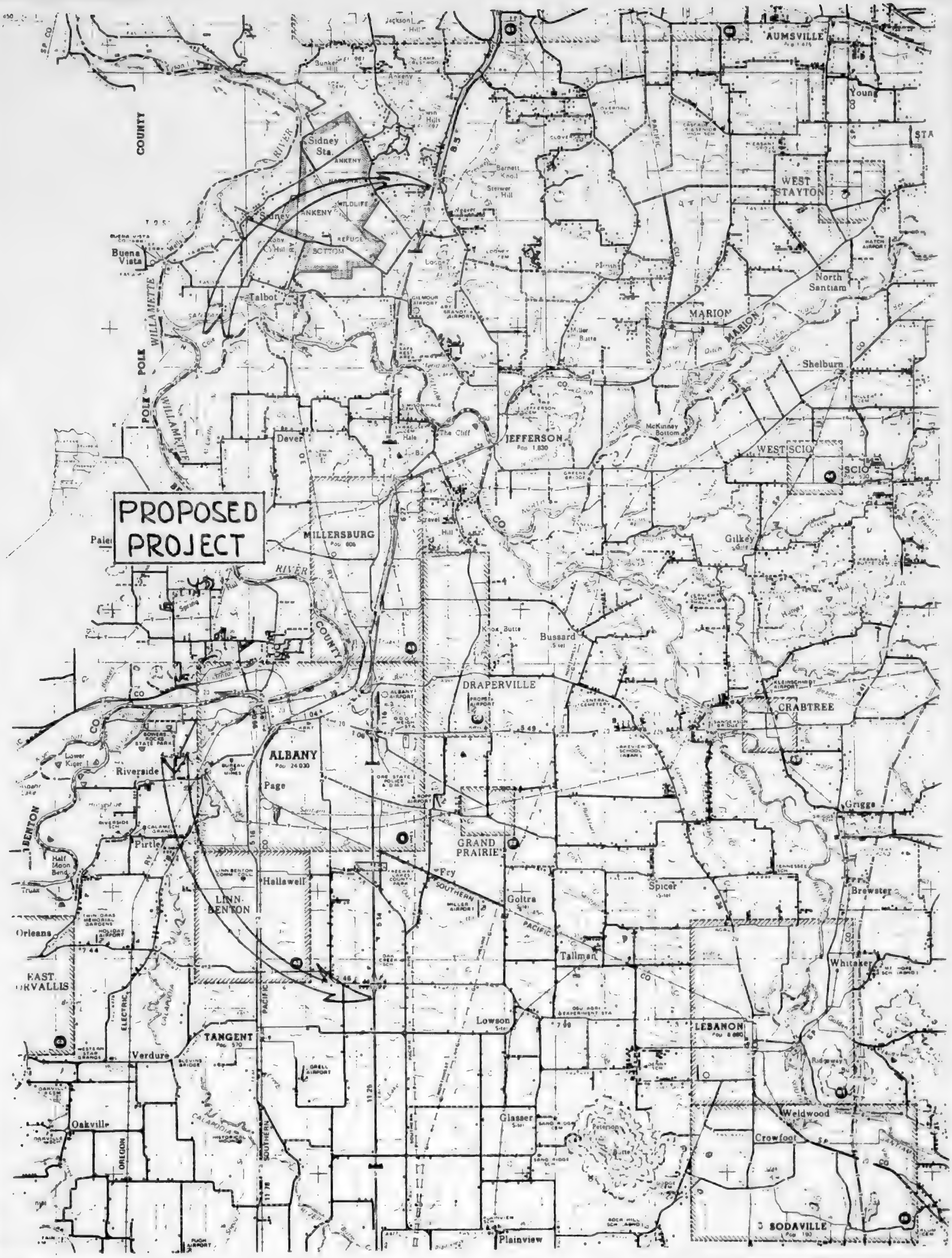
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	42,000	63.900
RIGHT OF WAY		
TRAFFIC CONTROL	250,719	185.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	2,088,581	2.088 581
OTHER		
ENGINEERING & CONTINGENCIES	923,320	923.320
PROJECT TOTAL	3,304,620	3.260,801

SUBMITTED BY


PROPOSED PROJECT
AUMSVILLE
Jackson Hill
Bunker Hill
Ankeny Hill
Sidney Sta.
Sidney
ANKENY WILDLIFE REFUGE
BOTTOM
Buena Vista
Talbot
COUNTY
RIVER
WILLAMETTE
POLK
Barnett Knoll
Stetwer Hill
Looney
Parrish
WEST STAYTON
Young
North Santiam
MARION
Miller Butte
Shelburn
McKinney Bottom
JEFFERSON
The Cliff
Hale
Dever
WEST SCIO
SCIO
MILLERSBURG
Gravel Hill
Gilkey
Knox Butte
Bussard
DRAPERVILLE
CRABTREE
Riverside
ALBANY
Page
Lower Kiger I.
BENTON
Half Moon Bend
Pirtle
Hallawell
GRAND PRAIRIE
Griggs
LINN BENTON
Fry
Goltra
Spicer
Brewster
Orleans
SOUTHERN PACIFIC
EAST CORVALLIS
Tallman
Whitaker
TANGENT
Lowson
LEBANON
Verdure
Oakville
OREGON
ELECTRIC
CALAPOOIA
Glasser
Peterson Butte
Ridgeway
Weldwood
Crowfoot
SODAVILLE
Plainview

Form E-29 (Rev. 9-71)

SEE 62419

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Marion County Line - Corvallis/Lebanon Interchange Unit

Section N. Jefferson Interchange- Corvallis/Lebanon Intch Section. Date June 1 1982

Highway Pacific (I-5) #1 Authorization No. #2

County Linn #22 Survey Prefix 622-19 (Assigned by Salem office)

Description of termini, route, length, etc.:

Beginning at the Marion-Linn County Line (M.P. 240.66) on the Southbound lanes and at M.P.234.74 on the Northbound Lanes of the existing Pacific Highway and ending both Northbou. and Southbound lanes at the Corvallis - Lebanon Interchange (M.P. 227.68)

Proposed:

Install subgrade drains, pump grout under PCC slab, & repair broken areas where needed. ~~then overlay entire section with AC Pavement~~. 6-15-82 L

Purpose of Survey:

Perform all necessary work to prepare Plans, Specifications, & Estimate for a construct. contract.

Estimate of Costs:

Project Manager	(901)	$23,700	Adm. Serv. (Eng.)	(922)	50
Final Design	(905)	7,900	Environmental Section	(923)	50
Preliminary Design	(907)	5,900	Surfacing Engineer	(933)	6,300
Region Geology	(910)	1,600	Region Traffic	(936)	150
Traffic Section	(911)	100	Region Environmental	(938)	50
Landscape	(912)	800	Training	(950)	800
Region Utility Liaison	(914)	800			
Location	(918)	400			
Program Management	(920)	100			
Specifications	(921)	1,600			

" SEE ALSO " N. JEFFERSON INTERCHANGE - LINN COUNTY LINE" UNIT Prefix 624-19

Approved by OTC 4-20-82 3,263,000 FAI-4R (for total Section)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
JUN 11 1982
LOCATION SECTION

Total estimated cost of survey	$50,300
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: Recopied from request dated 3/5/82 by D. Thurston because of x'ing Co. Line
P. Lewellyn, Cost & Records Spec. ~~[illegible] Engineer~~

Recommended for Approval: Frank E. Perpin
Location Engineer

Recommended for Approval:

Regional Engineer

Approved: E S Hunter
Assistant State Highway Engineer

SP*23004-734

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX 624-1924
622-1999 ✓

1 - IDENTIFICATION

PROJECT NAME: N. Jefferson Interchange -Corvallis/Lebanon Interchange

HIGHWAY NAME: Pacific Highway

HIGHWAY NUMBER: 1

REGION: 2

ADMINISTRATIVE DISTRICT: 4

COUNTY: Marion & Linn

CITY: N/A

LENGTH: 16.92

MILEPOST NUMBER: 227.68 TO 244.46

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER 4-R

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

The project covers the southbound lanes M.P. 227.68 to M.P. 224.46 and the northbound lanes M.P. 227.68 to 234.74, all PCC pavement. The work will consist of repairing spalls at joints, cleaning, resawing and resealing joints, removing broken pavement, replacing base aggregate and PCC pavement, slab jacking selected areas, grouting voids, planing where required and installing subgrade drainage where required.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): (1980) 19,400 to 30,800

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 70

DESIGN STANDARDS: 4-R

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E.
Location Engineer
Date 6/3/82

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	(2) 12'	Same
SHOULDERS	(1) 6' (1) 10'	"
MEDIANS	Var	"
PARKING LANES	No	
SIDEWALKS	No	
BIKEWAYS	No	
INTERCHANGES	Ext'g. (11)	Same
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ________	☐	☒	☐
Stream ________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☒	☐	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☒	☐	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☒	☐	☐	Reconnaissance Available	☒	☐	☐
Utilities	☐	☐	☒	Design Review	☐	☒	☐

Type ______________________________

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☐ N/A	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(7)	2
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	4

RECOMMENDED CONSTRUCTION DATE 6-83 (Region) [redacted] (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
PCC Pavement	8"	
CTB Base	12"	

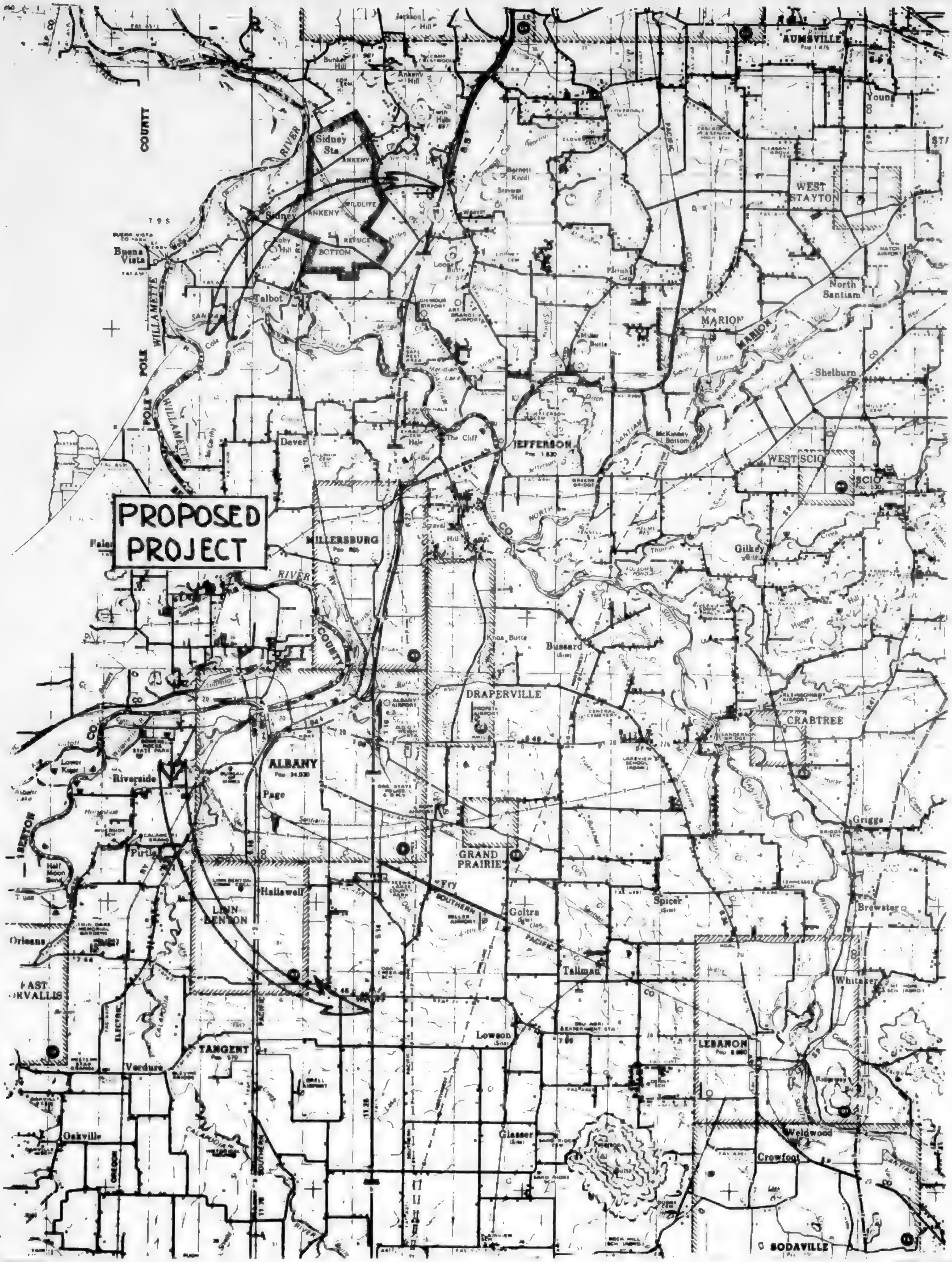
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	42,000	63.900
RIGHT OF WAY		
TRAFFIC CONTROL	250,719	185.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	2,088,581	2.088 581
OTHER ______		
ENGINEERING & CONTINGENCIES	923,320	923.320
PROJECT TOTAL	3,304,620	3.260,801

SUBMITTED BY Don Thimler


PROPOSED PROJECT
AUMSVILLE
Jackson Hill
Bunker Hill
Ankeny Hill
Sidney Sta.
Sidney
ANKENY WILDLIFE REFUGE
ANKENY BOTTOM
Roby Hill
Buena Vista
Talbot
WILLAMETTE RIVER
POLK COUNTY
Bennett Knoll
Stewart Hill
Looney Butte
Miller Butte
Parrish Gap
WEST STAYTON
North Santiam
MARION
Shelburn
JEFFERSON
The Cliff
Dever
Hale
McKinney Bottom
WEST SCIO
SCIO
MILLERSBURG
Scravel Hill
Gilkey
Knox Butte
Bussard
DRAPERVILLE
CRABTREE
ALBANY
Riverside
Lower Kiger
Page
Half Moon Bend
Pirtle
GRAND PRAIRIE
Fry
Hallawell
LINN-BENTON
Goltra
Spicer
Griggs
Brewster
Orleans
EAST CORVALLIS
Tallman
Whitaker
Lowson
TANGENT
Verdure
LEBANON
Oakville
Glasser
Weldwood
Crowfoot
Peterson Butte
SODAVILLE
SOUTHERN PACIFIC
SANTIAM
CALAPOOIA

IR-5-4(92)228

PRELIMINARY ENGINEERING

		AUTHORIZATION APPROVED BY FHWA			REVISED AUTHORIZATION REQUESTED		
901	Project Manager	$	26	700	$	70	000
902	Citizens Involvement						
903	Local Government						
904	Consultants Fees						
905	Final Design		7	900		7	900
906	Bridge Design		5	900		75	000
907	Preliminary Design					5	000
909	R/W Descriptions						
910	Region Geology		1	600		13	000
911	Traffic Section			100			100
912	Landscape Department			800			800
913	R/W - Liaison						
914	Region Utility Liaison			800		1	500
915	Audit Services						
916	Photogrammetry						
918	Location		3	600		6	000
920	Program Management			100			100
921	Specifications		1	600		3	500
922	Adm Services (Engineering)			50			50
923	Environmental Section			50			250
924	DOT-Planning						
925	Air Monitoring						
926	Structural Foundations					37	000
927	Bridge Design for Counties						
932	R/W Utility Engineer						
933	Surfacing Engineer		10	000			
934	Chief Geologist						
935	Soils Engineer						
936	Region Traffic			150		5	000
937	Hydraulics					4	000
938	Region Environmental			50		1	000
949	Urban Studies Unit						
950	Training Courses			800		5	000
955	Employee Reloc. Assistance						
960	Personal Leave						
961	Administrative Leave						
980	Public Hearing Charges						
985	EEO Monitoring Expense						
		$	60	200	$	235	200

23100

SECTION: MARION CO. LINE - CORVALLIS/LEBANON INTCH.

HIGHWAY: PACIFIC

COUNTY: LINN

PREFIX: 622-1999

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# 526

REGION 2

SECTION Marion County Line-Corvallis/Lebanon Interchange Unit
N. Jefferson Interchange-Corvallis/Lebanon Interchange Section
Pacific Highway #1

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 622-1999

DATE 10-7-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 26,700	$ 3,000	915 AUDITS	$	$	933 SURFACE DESIGN	$ 10,000	$ 7,000
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION	400		935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	150	
905 FINAL DESIGN	7,900		920 PROGRAM MANAGEMENT	100		937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS	1,600		938 REGION ENVIRONMENT	50	
907 PRELIMINARY DESIGN	5,900		922 ADMIN. SERVICES	50		949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	50		950 TRAINING	800	
910 REGION GEOLOGIST	1,600	1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	100		925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE	800		926 FOUNDATION	5,000		980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	800		932 RAILROAD & UTILITIES					

TOTALS	$ 62,000	$ 11,000
PREVIOUS AUTHORIZATION		$ --
ADD. AUTH. REQUIRED		$ --

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER IR-5-4(92) 228

LOCATION ENGINEER'S REMARKS

Approved only for that work necessary to determine method of correction.

For work in Marion Co see 624-1924

For work in Linn County

PREPARED BY Phillip V. Lewellyn	DATE 10-7-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/18/82
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 10-15-82
RECOMMENDED, LOCATION ENGINEER X Frank E.	DATE 10/11/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11-1-82	

STATE OF OREGON
Highway Division

INTEROFFICE MEMO

TO: Frank Terpin
Location Engineer

DATE: April 1, 1983

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: Recommended Rehabilitation Option on
N. Jefferson Int. - Corvallis/Lebanon Hwy. Int. Section
Pacific Highway

Attached is a summary of suggested rehabilitation strategies for the P.C.C. Pavement which has failed.

The pavement in the inside lane can provide another 20 years of service, with adequate stabilization, drainage and joint repair. Therefore building a new outside lane is a viable alternative. An A.C. overlay, along with appropriate stabilization and repair of the existing pavement is also acceptable.

Background information to support these recommendations is available in this office. This information includes a cracking survey, deflections, and truck loading data.

I recommend that the location survey proceed, with the section being separated into two units.

JTS:tab

Attachment

cc: FHWA
J. H. Versteeg
C. O. Fredrickson
Bill Fretwell
Don Thurston

RECEIVED
APR 04 1983
LOCATION
SECTION

REPORT ON PAVEMENT REHABILITATION
NORTH JEFFERSON INTERCHANGE - CORVALLIS/LEBANON HIGHWAY INTERCHANGE SECTION
PACIFIC HIGHWAY
MARION AND LINN COUNTIES

The purpose of this project is to provide for the rehabilitation of the P.C.C. Pavement. This pavement, which was completed in 1959, is of the mesh and dowell design, 8" thick, with joints every 61.5'.

The pavement has exhibited extensive fatigue failures, evidenced by longitudinal cracking in the wheelpaths. Through a study of the maintenance history of this pavement it has been established that the fatigue failures reached an undesirable stage in 1980. The condition of the inside lane is still suitable.

The truck volume history shows that the outside lane had handled approximately 10 million 18 Kip Equivalent Axle Loads by 1980. Projections of truck loadings for the future show that the inside lane will not accumulate 10 million E.A.L.'s before 2000.

From this information, rehabilitation strategies fall into two categories:

1. Replace the outside travel lane, with a new C.R.P.C.C. Pavement designed for the next 20 years. Stabilization, and minor joint repairs to the inside lane will insure that it will provide adequate service for 20 years. The outside shoulder would have to be reconstructed also.

2. Stabilize the existing P.C.C. Pavement and overlay with asphaltic concrete.

A more detailed description of these two strategies is attached.

Building a new C.R.P.C.C. outside lane has the advantage of concentrating the funds in the lane that carries a large majority of the heavy trucks. It also requires a more complicated system for handling traffic during construction.

We should also consider the possibility of splitting the project into two units, with the A.C. overlay on the southbound lanes from N. Jefferson Interchange to M.P. 234.74. The northbound lanes on this section are P.C.C. with an A.C. overlay. There are also 14 structures on this section, which complicate traffic handling, for the P.C.C. reconstruction alternate.

The C.R.P.C.C. Reconstruction option will provide a minimum 20-year life. To provide 20 years life with an A.C. overlay will require the initial 5-inch overlay, plus another stage involving removing the five inches of A.C. in the travel lanes and replacing it. The total A.C. requirements for the travel lanes, including leveling is about ten inches.

RECOMMENDATIONS:

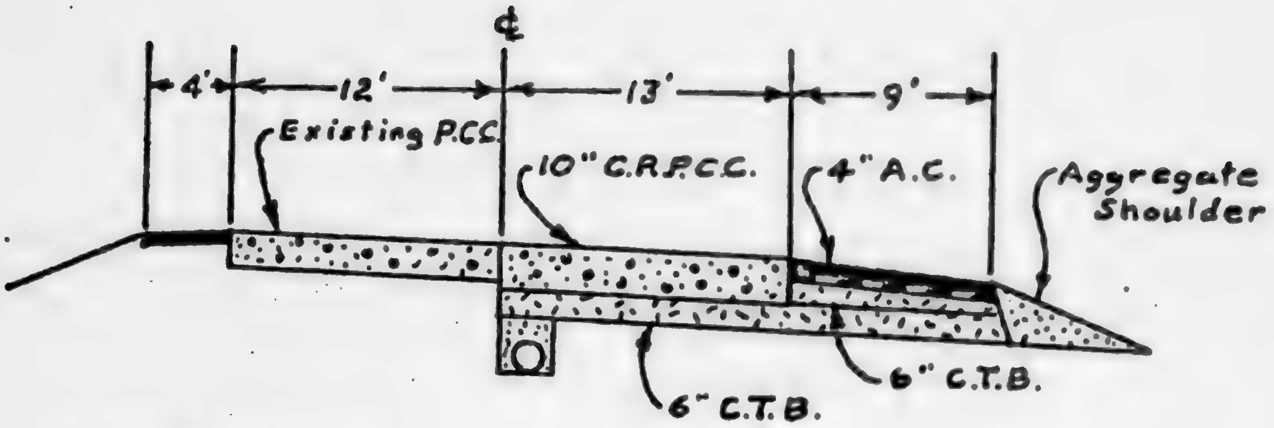
I recommend that the project be considered in two units. The north unit would be North Jefferson Interchange - North Albany (M.P. 234.74), southbound lane. The south unit would be North Albany (M.P. 234.74) to the Corvallis/Lebanon Highway Interchange.

The north unit has 14 structures to contend with, including the Santiam River Bridge. I recommend that this unit have an Asphaltic Concrete overlay. With this treatment, the northbound and southbound lanes would be nearly equal.

The south unit should have a new C.R.P.C.C. outside lane and shoulder. This treatment will provide a minimum of 20 years of life. It would take two A.C. overlays with a total of approximately 10 inches of A.C. over the entire width to provide 20 years of service life. The P.C.C. reconstruction with temporary lanes and structures would involve less actual disruption to the traveling public.

I recommend that the location survey be done with both alternates being considered. The actual decision should be made after life cycle costs are developed for the alternates.

CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT INLAY



EXISTING ☐

NEW ☐

1) Pumping undersealing of all slabs-inside lane. This should be done before the removal/reconstruction of the outside lane starts.

2) Repair of approximately 5% of the joints in the inside lane. There is spalling at the joints due to the intrusion of incompressible material into the joints.

3) Cleaning and sealing of all joints in the inside lane.

4) Sub-drains.

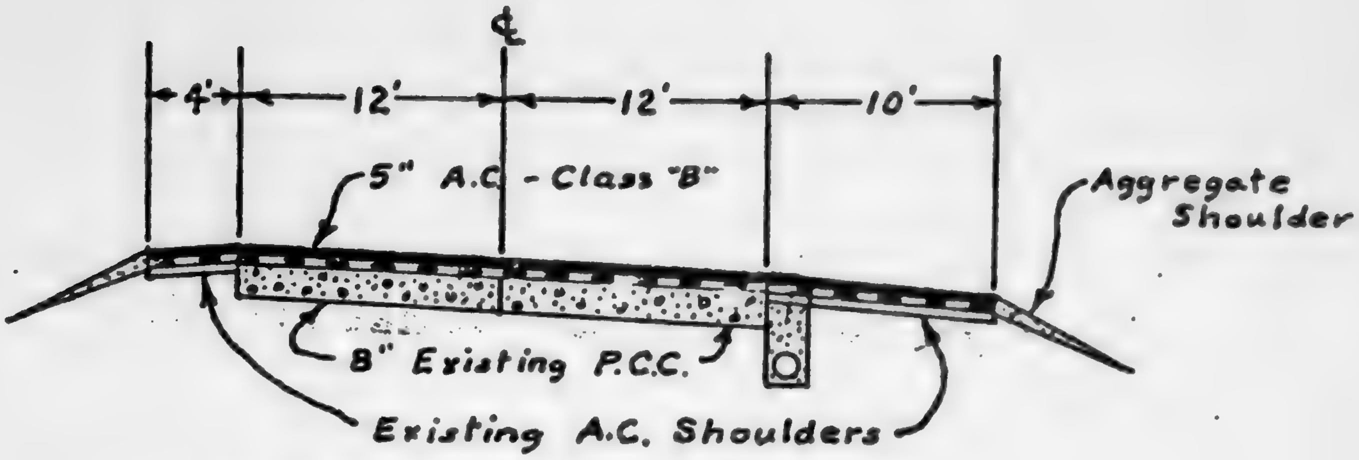
5) The existing 12' X 8" P.C.C. Pavement may be recycled into the C.T.B.

6) Construction of 10" C.R.P.C.C. Pavement with 6" C.T.B. Base outside lane. (The fogline must be placed on the C.R.P.C.C. Pavement approximately 6" in from the edge.) Requires anchors at bridge ends.

7) Requires the reconstruction of the outside shoulder with 4" A.C. and 12" C.T.B.

This alternate provides a very low maintenance surface for a minimum of 20 years.

ASPHALTIC CONCRETE OVERLAY


℄
4'
12'
12'
10'
5" A.C - Class "B"
Aggregate Shoulder
8" Existing P.C.C.
Existing A.C. Shoulders

EXISTING ▨
NEW ☐

1) Requires pumping/undersealing of all slabs, both lanes.

2) Requires replacement of broken slabs in the outside lane - 5%.

3) Requires sub-drains for the entire length.

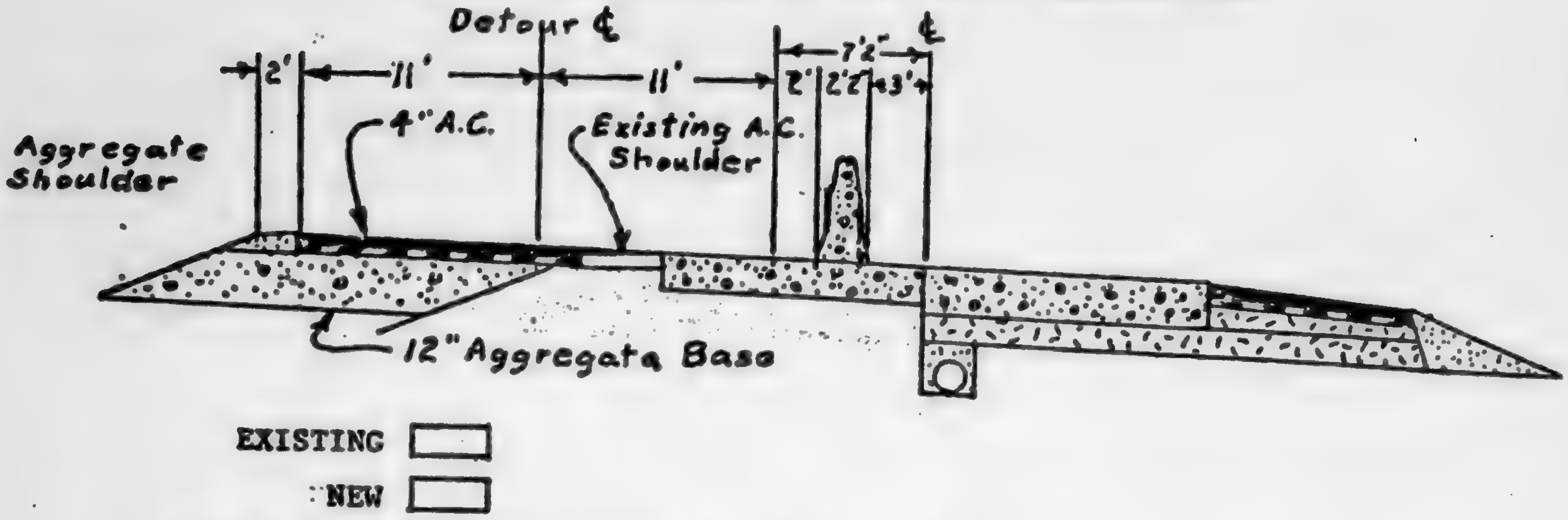
4) Requires raising of all structures on the freeway or reconstruction at bridge ends.

5) Initial overlay requirement is 5" of Asphaltic Concrete, plus 1" allowance for leveling.

6) Requires the adjustment of all guardrails and barriers.

7) Would require a second stage at approximately 10 years, which would involve removing at least 4" of the A.C. and repaving in the travel lanes.

Temporary Surfacing for C.R.P.C.C. Construction


Detour ℄
℄
2'
11'
11'
7'2"
2'
2'2
3'
Aggregate Shoulder
4" A.C.
Existing A.C. Shoulder
12" Aggregate Base
EXISTING
NEW

Traffic Handling Requirements for C.R.P.C.C. Option.

A minimum of three feet of clearance from the centerline joint is needed to operate concrete placing and finishing equipment. By widening 12 to 13 feet on the median side, two travel lanes could be provided, with a solid barrier between the construction and the travel lanes. Temporary structures would be needed in the median to provide two lanes of traffic.

The temporary surfacing would be 4 inches of A.C. and 12 inches of Aggregate Base.

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-4(92)228

2. STATE PROJECT NO. See below

2A. COUNTY NAME Linn & Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30008

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Capitato
Oliver
Lewellyn
Trout

7. DATE AUTHORIZATION EFFECTIVE 5/3/83	8. FEDERAL ROUTE NUMBER Interstate 5	9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Jefferson Interchange - Corvallis/Lebanon Interchange

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering - PS&E Phase

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $64,500 - F.F. $59,481

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 4/26/83.

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAY 6 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

14. DATE 5/3/83	15. SIGNATURE OF APPROVING OFFICIAL G. K. Hanna	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

HIGHWAY DIVISION - LOCATION UNIT

LOC 17
624-1924/622-1999

Gary A. Potter, Manager
Program Management Section

April 22, 1983

Frank E. Terpin
Location Engineer

ORIGINAL SIGNED BY
FRANK E. TERPIN

N. Jefferson Intchge-Corvallis/
Lebanon Highway Intchge Section
Pacific Highway
Marion and Linn Counties

To assist you in acquiring approval from the FHWA for preliminary engineering on the subject project, the following information is offered.

A previous request for approval was denied because the work described to correct the existing condition was not eligible for federal aid. A small sum was approved to conduct a study to determine the proper correction procedure. This study has now been completed. A copy of the recommended corrective work is attached.

At a meeting held on April 21, 1983, Messrs. Hossner and Kappus of the FHWA agreed that the method of correction proposed would be acceptable to them. Please proceed to secure FHWA approval to proceed with the preliminary engineering. It would be greatly appreciated if the approval could be expedited so that the field work could be completed before construction activities become so great that no field crews are available to complete the survey.

FET:ge
Attachment

cc/att J. H. Versteeg
C. O. Fredrickson
J. T. Scofield

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Marion County Line - Corvallis/Lebanon Interchange Unit
N. Jefferson Interchange-Corvallis/Lebanon Interchange Section
Pacific Highway

REGION 2

SURVEY AUTHORITY

#1

AUTHORIZATION NO.	PREFIX	DATE
2	622-1999	6-30-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 26,700	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 10,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		3,600	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		150
905 FINAL DESIGN		7,900	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN		5,900	921 SPECIFICATIONS		1,600	938 REGION ENVIRONMENT		50
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		50	950 TRAINING		800
910 REGION GEOLOGIST		1,600	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE		800	926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		800	932 RAILROAD & UTILITIES					

TOTALS	$ 60,200	$ 60,200
PREVIOUS AUTHORIZATION		$ 11,000
ADD. AUTH. REQUIRED		$ 49,200

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
IR-5-4(92)228

LOCATION ENGINEER'S REMARKS

Now approved to prepare Plans, Specifications, & Estimate for a construction project by contract as per prospectus which is modified as per attached letter to FHWA.(copy attached)

PREPARED BY P. Lewellyn	DATE 6-30-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 7/6/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 7/6/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11-1-82 5-3-83	

734-1914 (7-82)

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

File 624-1924-901
622-1999-901

TO: C. O. Fredrickson
REGION II ENGINEER

DATE: September 23, 1983

FROM: Richard E. Nelson
Project Manager

SUBJECT: Authority for Survey #3
N. Jefferson Intch.-Corvallis/Lebanon Intch.
Pacific Highway
Marion & Linn Counties
North and South Units

REGION 2 ENGINEER
RECEIVED
SEP 26 1983
☐ RLE ☐ RdE
[✓ RE] [✓ RCE] [✓ RME] ☐ RTE ☐ ROE dc
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

Attached is a request for authority for survey number three of both units of the subject project.

Authority number 1 was written to determine what restoration process should be pursued. (Letter from Frank Terpin to Gary Potter dated April 22, 1983). A memo to the file from J.H. Versteeg dated June 29, 1983 recommended two restoration alternates. Authority for survey number 2 was written to begin the gathering of field information to design one of those alternates.

To provide adequate information for the design of the alternates and handle traffic, vicinity maps were required of many streams and all the undercrossings. This work has proceeded at an average cost of $3,300 per week.

Three weeks are needed to complete the survey of the North unit. In that time frame authority for survey number 2, 901 money will be spent. The South unit has not been started and will not be able to proceed under existing funding. Therefore, authority for survey number three is being submitted for approval.

attachments

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Marion Co. Line-Corvallis/Lebanon Intch. Unit
N. Jefferson Intch.-Corvallis/Lebanon Intch. Section

REGION 2

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	3	622-1999	9/30/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 70,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 5,000
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		6,000	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		5,000
905 FINAL DESIGN		79,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		4,000
906 BRIDGE DESIGN		70,000	921 SPECIFICATIONS		3,500	938 REGION ENVIRONMENT		1,000
907 PRELIMINARY DESIGN		5,000	922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		5,000
910 REGION GEOLOGIST		13,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE		800	926 FOUNDATION		37,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		1,500	932 RAILROAD & UTILITIES					
						TOTALS	$	$ 235,200

RIGHT-OF-WAY PREFIX

PREVIOUS AUTHORIZATION	$ 60,200
ADD. AUTH. REQUIRED	$ 175,000

FEDERAL AID PROJECT NUMBER IR-5-4(92)228

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for the restoration of the north and southbound lanes.

MP 240.66 to MP 227.68 = 13 miles

Bring up

PREPARED BY	DATE 9/30/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/28/83
RECOMMENDED, REGION ENGINEER X	DATE 9/30/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 10-27-83
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11-1-82, 5-3-83 10-20-83	

734-1914 (7-82)

7K20

NARRATIVE REPORT

N. JEFFERSON INTCH - CORVALLIS/LEBANON INTCH, SOUTH UNIT

PACIFIC HIGHWAY
LINN COUNTY
KENNETH D. KARNOSH, PROJECT MANAGER
FEBRUARY 1984
*REVISED
PETE FIDLER, REGION LOCATION SUPERVISOR
MARCH 1984

HIGHWAY

Interstate 5 (Pacific)

TERMINI

Approximately North Albany Interchange to the Corvallis/Lebanon Highway Interchange southbound Sta 1032+50 to 1401+00; northbound Sta 1029+50 to 1401+00.

LENGTH

7.0 miles.

HISTORY

The location for the North Unit of this section is completed. The decision now is to only construct an AC overlay on that section.

Survey of the South Unit began November 26, 1983, with the intent of replacing the outside lanes and overlaying the inside lanes.

On January 27, John Scofield notified this office that a decision had been made to remove the existing concrete lanes and AC shoulders and replace them with all concrete.

*The existing 8" PCC pavement would be removed and 4" of aggregate base and sand blanket excavated, 13" of CRPCC would then be placed. This will result in a net grade raise of 1".

This project now reflects this decision. The estimated construction cost is *$11,769,800.

STANDARDS

Proposed for this section is a Class A(2) lane facility.

TYPICAL SECTION

The typical section for the mainline construction will be as follows:

Travel Lanes - 13" full depth CRPCC

Shoulders - 9" full depth PCC (non-reinforced)

Widening for Barrier Installation - 4" PCC

HORIZONTAL ALIGNMENT

No change.

VERTICAL ALIGNMENT

Raise existing grade 2" to accommodate latex overlay on structures. The profile under structures will be revised to provide 15' 03" minimum vertical clearance.

MATERIALS

There are no state borrow sources within the project limits. Several private sources, however, have been or are being worked in the area.

Because of poor results from aggregates from sources in this geological area, tight specifications will be required. We are sampling and will run DMSO tests on the River Bend and Morse Brothers Albany aggregates. I suggest that DMSO testing be included in this project.

With the removal of all existing RPCC there will be a large quantity of material which should be recycled. Recycling should be only recommended and not mandatory.

Possible areas for recycled concrete are:

The large aggregate in the replacement concrete.
As drain rock in longitudinal drainage.
Embankment material.

An earth or aggregate borrow source for stage construction will be required on this project. Stage cross-overs will be required to be in place prior to any PCC removal.

STRUCTURES

The existing structures will all receive a 2" modified latex overlay.

Fred Lucht, Bridge Maintenance Supervisor, says that all the structures are in reasonably good condition. The only deck which he felt might need further investigation was the northbound structure over Cox Creek. I had Bill Quinn check this bridge and on January 12, 1984 he confirmed that an overlay would be acceptable.

Adjust the grade at all undercrossings to maintain a minimum clearance of 15' 03".

Because 95% of the existing structures were constructed without an "E" distance, the matching of barrier to those structures will be substandard.

STAGE CONSTRUCTION OVERVIEW

The plan for handling traffic is the same basic plan as the one being used on the Goshen-Cottage Grove project.

The ADT of that project is very similar to this North Albany - Corvallis/Lebanon unit.

This office has been in contact with Jim Butler and he believes this plan will work.

See additional comments regarding this plan in a letter dated

January 19, 1984, written to Hal Versteeg from John Scofield.

STAGE CONSTRUCTION

The areas under construction will be primarily free of traffic. All traffic will be placed in either the north or southbound lanes, depending on which stage is under construction. The traffic will be separated by concrete median barrier. Traffic will be diverted from their normal path by crossovers. (See stage construction details.) They are designed to be used in opposite directions, ie. to transfer southbound traffic to the northbound lanes or the northbound traffic to the southbound lanes. There will be four crossovers in each direction of travel. In addition, five one-lane crossovers will be constructed at interchanges for on and off ramps.

It will take six stages, each about 15,000 feet in length to complete the job. Two of the stages will require short sections of construction under traffic.

*Doug Green, Project Engineer on the Goshen-Cottage Grove project, and the State Police were contacted to see if any problem with headlights from oncoming traffic during stage construction was encountered. There was no problem according to these sources. Most staging problems were attributed to inadequate signing. Glare shields are recommended by this office at stage construction crossovers where glare by oncoming traffic could be encountered.

*There was also concern that the existing AC shoulder would not withstand traffic during stage construction, since traffic, especially large trucks, would have a set of wheels on the shoulder. This is necessary since the temporary barrier would be placed in the outside lane next to the edge of the inside lane forcing traffic onto the outside shoulder.

*According to Doug Green's office there were no major problems encountered on the Goshen-Cottage Grove project.

MEDIAN BARRIER

All guardrail along the mainline section will be removed and replaced with concrete shoulder barrier. This will require widening the shoulders from 3 to 5 feet. The barrier will be placed on 4" of PCC in all areas except the flares.

These areas will require full depth paving. The contractor should be given the option of paving with full depth concrete or placing a base material and paving with 4" of AC.

GUARDRAIL

Existing rail on ramps is Type 2A, within height tolerance and has proper end pieces and anchors.

At the northwest corner of intersection of Highway 20 and Airport Road there has been a problem. (See attached letter from Ken Stoneman, dated June 6, 1983.)

The existing rail has been continually damaged by truck traffic. A survey reveals an apparent 55 foot radii.

*A 65 foot radius was first proposed to correct the problem. John Gunter, District Maintenance Supervisor, does not feel that a 65 foot radius would be sufficient to correct the problem however. A compound radius was therefore used to obtain widening of approximately 10 feet in the area where the guardrail is now being damaged. This would not require relocation of the strain pole. This plan is acceptable to John Gunter.

DRAINAGE

Construct perforated drain pipe longitudinally along the outside travel lane. Outlets to ditches or other major drainage areas every 400+ feet. The areas being drained are those recommended by Bill Fretwell, Region 2 Geologist.

It will also be necessary to construct inlets along the shoulder barrier and where high fills are encountered, slope drains with anchors, and "T" connections.

TEMPORARY LIGHTING

Temporary lighting will be required at each crossover and interchange ramp. This item was discussed with Rob Edger and he has recommended this plan.

TEMPORARY BARRIER

Temporary reflectorized median barrier will be required between opposing traffic lanes during stage construction. It will be paid for one time and moved to other locations as work progresses.

Concrete shoulder barrier will also be placed at bridge ends to provide protection at the leading end of the structures for staging of traffic.

ATTENUATORS

The bridge columns at the Santiam Interchange are protected by attenuators. These will be removed under the bid item Removal of Structures and Obstructions. The new attenuators meeting current design standards will be required in the same locations.

UTILITIES

Various utilities are adjacent the roadway near the right-of-way line. Jerry Miller, Region 2 Utility Specialist, says that the utilities should not be encountered while doing the proposed work.

STRIPING

All temporary striping and stripe removal should be a bid item.

PERMANENT SIGNING

To be completed under separate contract.

TEMPORARY SIGNING

In addition to advance warning signs, directional and information signs should be provided at each crossover. The existing signs could be temporarily relocated and then reinstalled in their original locations. Also, signing to close interchange ramps for several hours during paving operations adjacent to that ramp will be required. With portions of an interchange being closed, signs directing motorists to the next interchange will be needed.

SPECIAL PROVISIONS

Temporary Protection & Direction of Traffic

Under Section III add paragraph IIIq VARIABLE MESSAGE SIGN - Provide two; to be operated by the contractor for the job and to become State property on completion of the project.

IIIo SEQUENTIAL ARROW SIGN - Provide for four, two of which to be readily available in the event of failure of the two in use. Alternate procedure would be to provide night illumination for all temporary signs adjacent to the cross overs.

Should the sequential arrow signs be selected for use, provide for a power source other than individual generators. Generators generally run for 4 to 5 hours and often are neglected resulting in sign failure.

DURING STAGE IV - For northbound traffic coming from the east at the Santiam Interchange, provide right lane only signing for traffic exiting at the North Albany Interchange. Also provide left-lane only signing for through northbound traffic

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 3
Date 3-13-84

Section N. Albany Int. - Corvallis-Lebanon Int. (I-5) County LINN

Kind of Work Reconstruction Length 7 miles Name Ken [illegible]

Prices by [illegible] [illegible] Supervisor

No.	Item	Code	Unit	Quantity	Unit Cost	Total
1	Mobilization	110	L.S.	100%	8%	724,200
2	Temp. Prot. & Direction of Traffic	111	L.S.	100%	3%	263,700
3	Temp Signs	111	Sq. Ft.	5480	6^{00}	32,880
4	Temp Barricades	111	Each	18	50^{00}	900
5	Temp. Continuous Rail Traffic Barr., Reflec	111	Lin Ft	600	6^{00}	3600
6	Temp. Conc. Barrier, Reflec.	111	Lin. Ft.	15,400	15^{00}	231,000
7	Moving Temp. Conc. Barrier	111	Lin Ft.	52,800	3^{00}	158,400
8	Temp. Plastic Saftey Markers	111	Each	44	40^{00}	1760
9	Flaggers	111	Hours	3,000	15^{00}	45,000
10	Sequential Arrow Signs	111	Each	4	2500^{00}	10,000
11	Temp Illumination	111	L.S.			122,000
12	Oversize Advance Const. Signs	111	Each	2	2000^{00}	4000
13	Variable Message Signs	111	Each	2	$35,000^{00}$	70,000
14	Temporary Striping	111	Lin. Ft.	166,000	0^{30}	49,800
15	Striping Removal	111	Lin. Ft.	75,000	0^{60}	45,000
15A	Removal of Structures & Obstructions	202	L.S.			60,000
16	Removal of Concrete Pavement 8")	202	Sq. Yd.	192,800	1^{50}	289,200
17	General Excavation	203	Cu. Yd.	67,300	4^{25}	286,025
18	Trench Excavation	206	Cu. Yd	379	8^{00}	3032
19	Finishing Roadbed & Slopes	222	L.S.	14[illegible]	[illegible]	63,000
20	Watering	233	M-Gal	150	10^{00}	1500
21	Aggregate Base & Shld.	304	Ton	12,127	8^{50}	103080
22	Class "B" A.C. Mixture	403	Ton	2019	16^{00}	32,304
23	Asphalt Cement in Mixture	403	Ton	131	170^{00}	22,270
24	Asphalt Tack Coat	407	Ton	1	190^{00}	190

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date 3-13-84

Section N. ALBANY INT. — CORVALLIS-LEBANON INT (I-5) County LINN
Kind of Work Reconstruction Length 7 Miles Name

No.	Item	Code	Unit	Quantity	Unit Cost	Total
25	Continuously Reinf. Concrete Pavement (12")	450	Sq. Yd.	196,253	23.00	4,513,819
26	Reinforced Concrete Pavement (13")	450	Sq. Yd.	4570	30.00	137,100
27	Pavement Terminal Anchors	450	Lin Ft.	1,200	160.00	192,000
28	Terminal Expansion Joints	450	Lin. Ft.	600	150.00	90,000
29	Structure Latex Overlay - 2"	504	Sq. Yd.	6351	10.00	63,510
30	12" Sewer Pipe	603	Lin. Ft	1648	10.00	16,480
31	3" Drain Pipe	605	Lin Ft	51,055	2.50	127,637.50
32	Type "G-2" Inlets	605	Each	59	400.00	23,600
34	Outlet Protection Blocks	605	Each	126	30.00	3780
35	Gravel in Drains	605	Cu. Yd	1100	12.00	13,200
36	Hydracell Impact Attenuators	606	Each	2	15,000.00	30,000
37	Guard Rail Type 3	606	Lin Ft.	200	28.00	5600
38	Guard Rail End Pieces (Type [illegible])	606	Each	1	85.00	85
39	Guard Rail Anchors (Type 1)	606	Each	1	350	350
	Glare Shield Blades 14"	[illegible]	Each	200	15.00	3000
	Type "CL-6" Fence	607	Lin Ft.	[illegible]	7.00	80,[illegible]
40	Plain PCC Surfacing (Shoulder - 9" depth)	608	Sq. Yd.	142,005	11.00	1,562,055
41	Concrete Barrier Foundation 4"	608	Sq. Yd.	4117	7.50	30,877.50
42	Concrete Shoulder Barrier	611	Lin. Ft	12,350	19.00	234,650
43	Paved End Slopes	612	Sq. Yd.	276	10.00	2760
44	Delineators (Type 2)	623	Each	630	23.00	14490
45	Delineators (Type 3)	623	Each	100	23.00	2300
						571,[illegible]
	SUBTOTAL					9,779,455

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date 5-13-84

Section N. ALBANY INT. – CORVALLIS-LEBANON INT (I-5) County LINN

Kind of Work Reconstruction Length 7 Miles Name

No.	Item	Code	Unit	Quantity	Unit Cost	Total
	SUBTOTAL					9,779,455
	ADDITIONAL ANTICPATED ITEMS					
	Permanent Striping					18,000
	Thermoplastic Pavement Markings		Each	7	150^{00}	1,050
	Pavement Buttons (Mono)		L.S.	100%		16,000
	Engineering & Contingencies 20%					1,955,295
	TOTAL				$	11,769,800

C622-1999
C09860
Box #26

STATE OF OREGON INTEROFFICE MEMO

ROADWAY SERVICES UNIT - ROADWAY SECTION

TO: John deTar
Region Planner

DATE: July 10, 1991

FROM: Bob Gettis
Preliminary Design Supervisor

SUBJECT: North Albany Interchange
Albany Ave. (Airport Road)
Pacific Highway
Linn County

We have made a cursory review of the proposed intersection design you supplied and have the following comments:

The proposed crossroad is heavily skewed to Albany Avenue. This will reduce the safety and operation by enlarging the size of the intersection, making the turning movements more difficult and increasing the area of conflicts. An intersection at more of a right angle is suggested.

The turning radii for all the four quadrants will have to be enlarged to allow for large trucks.

Xavier Falconi in Land Use/Access Management Unit reviewed the proposal and stated that the access to the Tom Tom from Albany Avenue would interfere with the safety and function in the intersection and the access should be moved to the crossroad. He recommended that the access to the Comfort Inn and the ARCO station also be moved from Albany Avenue.

We concur with these recommendations.

A traffic analysis may be necessary to determine if a left turn refuge will be required on either the crossroad or Albany Avenue.

Attached is a sketch of a possible alternative incorporating these comments. If you have any questions or need more information please call me or Mark Johnson at 378-6274.

BG:MJ:jp

cc Bill Geibel
Xavier Falconi

731-0281 (6-88)

1984 SW 6th Ave.-SW 4th Ave.(Ptld) 9861
Con. Sec, Broadway. (gr, pav, str,
sign, ill, sig, lands.)

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-M-9345(2)

2. STATE PROJECT NO.

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20114

6. TO

7-12-

Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE February 19, 1988

8. FEDERAL ROUTE NUMBER FAU 9345

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

S. W. 6th Ave. - S. W. 4th Ave. Connector

11. GENERAL DESCRIPTION OF WORK

Prepare a defense in litigation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2/19/88 as requested in Mr. Husby's letter of 6/13/88 as being cost effective for the use of City of Portland forces to proceed with the above work.

State Force Order No. 6 is approved for a TEC of $14,680; Federal Funds $12,478.

RECEIVED
STATE HWY ENGR
JUL 14 '88
REFER TO
Gilmour
FOR

Orig to
7-15

14. DATE 7/12/88

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

98[illegible]1

J

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-206	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Multnomah
MODIFICATION NUMBER 3	3-22-88	Project Number IX-M-9345(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 7 , 19 84 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 944,445	$ 950,932
Federal funds	$ 404,500 412,730	$ 404,500 (W36) 418,244 (177)
Other revisions		

This modification is made for the following reasons: To include increase in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22ND day of MAR , 19 88 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph M. Speight for

Manager, Program Section
(Title)

XXX For: Donald E. Forbes, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 17, 1988

FEDERAL AID PROJECT NO. IX-M-9345(2)

S.W. 6TH AVE.-S.W. 4TH AVE. (PORTLAND) CONNECTOR SEC.
S.W. BROADWAY STREET
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. "B" 0+23 TO "B" 4+45.66)(STA. "F" 5+84.30 TO "F" 11+02.97)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Moving Temp. Concrete Barriers	LF	$ 14.00	63	$ 882.00	121	$ 1,694.00
Temporary Plastic Safety Markers	EA	45.00	90	4,050.00	98	4,410.00
Class "B" Asphalt Concrete	TON	32.00	660	21,120.00	667.68	21,365.76
Extra for Pipe Under Pavement	LF	24.00	54	1,296.00	74	1,776.00
Concrete Curbs	LF	4.00	2,170	8,680.00	2,239.70	8,958.80
Concrete Island	CY	140.00	16	2,240.00	21.80	3,052.00
Concrete Barrier	LF	52.00	220	11,440.00	226	11,752.00
Cost Due to Delay (PA #15A)	LS	100%	----	---	100%	635.19
				$49,708.00		$53,643.75

Total Increase	$ 3,935.75
Subtotal from Previous Estimate of June 20, 1986	602,969.03
Subtotal	$ 606,904.78
Engineering	86,730.22
Total	$ 693,635.00

TYPE CODE Y030
ILLUMINATION

Total as on estimate of June 20, 1986	$ 27,462.00

TYPE CODE Y031
SIGNALS (6 LOCATIONS)

Rev. Ped. Head Loca (PA #7C)	LS	552.00	----	---	100%	552.00
				$ 0.00		$ 552.00

Total Increase	$ 552.00
Subtotal from Previous Estimate of June 20, 1986	222,700.00
Total	$ 223,252.00

Length of Project	0.18 mi.
Cost of Roadway Per Mile	$3,853,527.77

RETAIN IN RESERVE

City of Portland Adjust Water Facilities	Lump Sum	All	Lump Sum	$ 3,000.00
City of Portland Install Water Service	Lump Sum	All	Lump Sum	2,800.00
			Subtotal	$ 5,800.00
			Engineering	783.00
			Total	$ 6,583.00

SUMMARY OF FUNDS

Description	Sub. Job	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds	City Funds
Roadway	011	177	85%	$ 234,757.00	$ 199,543.00	$ ---	$ 35,214.00
Roadway	021	W36*	88.15%	458,878.00	404,500.00	27,189.00	27,189.00
Illum.	011	177	85%	27,462.00	23,342.00	---	4,120.00
Signals	011	177	85%	223,252.00	189,764.00	---	33,488.00
Subtotal				$ 944,349.00	$ 817,149.00	$ 27,189.00	$ 100,011.00
Reserve	011	177	85%	6,583.00	5,595.00	---	988.00
Total				$ 950,932.00	$ 822,744.00	$ 27,189.00	$ 100,999.00

Sub. Job 010: 0%; 011: 55%; 020 = 0%; 021 = 45%
Contract No. 9,861
Prefix: C726-1938 (P.E.)
Prefix: C326-1078
Prefix: C09861

*Fixed Funds

DDB:bkb

9861

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 7-13

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-27-86

State Oregon

County Multnomah

Project Number IX-M-9345(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 7, 19 84 is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 929,410.00	$ 944,445.00	
Federal funds	$ 404,500.00	$ 404,500.00	(W36)
	399,950.00	412,730.00	(177)
Other revisions			

This modification is made for the following reasons:

To include increase in construction cost and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27TH day of JUN, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

BXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

[illegible] Files

Oregon State Highway Division
Salem, Oregon June 20, 1986

Federal-Aid Project No. IX-M-9345(2)

S.W. 6th Ave.-S.W. 4th Ave. (Portland) Connector
S.W. Broadway Street
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. "B" 0+23 to "B" 4+45.66)(Sta. "F" 5+84.30 to Sta. "F" 11+02.97)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Signal Head Correction (P.A. #6A)	$ ---	---	---	---	$ 975.70
Geotextile Fabric (P.A. #8D)	---	---	---	---	1,944.35
Illumination Service (P.A. #11A)	---	---	---	---	3,755.00
Repair Expansion Joint (F.A. #1)	---	---	---	---	909.98
					$7,585.03

Increase	$ 7,585.03
Subtotal from Estimate of August 2, 1984	595,384.00
Subtotal	$602,969.03
Engineering	84,730.97
Total	$687,700.00

Type Code Y030
Illumination

Total as on Estimate of August 2, 1984 $ 27,462.00

Type Code Y031
Signals (6 locations)

Total as on Estimate of January 24, 1986 $222,700.00

Length of Project -------------------- 0.178 mile
Cost of Roadway Per Mile ------------ $3,863,483.15

RETAIN IN RESERVE

City of Portland Adjust Water Facilities	Lump Sum	All	---	$ 3,000.00
City of Portland Install Water Service	Lump Sum	All	---	2,800.00
			Subtotal	$ 5,800.00
			Engineering	783.00
			Total	$ 6,583.00

SUMMARY OF FUNDS

Description	Grp	Appn Code	Pro Rata	Total Cost	Federal Funds	State Funds	City Funds
Roadway	1	177	85%	$228,822.00	$194,498.00	$ ---	$ 34,324.00
Roadway	2	W36*	88.15%	458,878.00	404,500.00	27,189.00	27,189.00
Illumination	1	177	85.0%	27,462.00	23,342.00	---	4,120.00
Signals	1	177	85.0%	222,700.00	189,295.00		33,405.00
SUBTOTAL				$937,862.00	$811,635.00	$27,189.00	$ 99,038.00
Reserve	1	177	85.0%	6,583.00	5,595.00	---	988.00
TOTAL				$944,445.00	$817,230.00	$27,189.00	$100,026.00

Group 1 = 55%; Group 2 = 45%
Contract No. 9861
Prefix: 726-1938 P.E.
Prefix: 326-1078
C09861

*Fixed Funds

RLC:me

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 1-159

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

State Oregon

County Multnomah

Project Number IX-M-9345(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 7, 19 84. is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 899,428.00	$ 929,410.00
Federal funds	$ 404,500.00 374,465.00	$ 404,500.00 (W36) 399,950.00 (177)
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29TH day of JAN, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

FUNDS AVAILABLE
sw DATE JAN 29 1986

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 24, 1986

FEDERAL AID PROJECT NO. IX-M-9345(2)

S.W. 6th Ave.-S.W. 4th Ave. (Portland) Connector
S.W. Broadway Street
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
Roadway (Sta. "B" 0+23 to "B" 4+45.66)(Sta. "F" 5+84.30 to Sta. "F" 11+02.97)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Cement Treated Base Mixture	$ 10.00	4,020	$40,200.00	4,581	$ 45,810.00
Portland Cement in CTB Mixture	73.00	176	12,848.00	215	15,695.00
Class C Aspahlt Concrete	30.00	670	20,100.00	948	28,440.00
8-inch Storm Sewer Pipe	30.00	235	7,050.00	312	9,360.00
Time Extension (F.A. #2B)	255.00			17	3,825.00
			$80,198.00		$103,130.00

Increase	$ 22,932.00
Subtotal from Estimate of August 2, 1984	572,452.00
Subtotal	$595,384.00
Engineering	77,281.00
Total	$672,665.00

TYPE CODE Y030
Illumination

Total as on Estimate of August 2, 1984	$ 27,462.00

TYPE CODE Y031
Signals (6 locations)

Signal Controller Test (SF #2)	$7,050.00	
	$7,050.00	
Increase		$ 7,050.00
Subtotal from Estimate of August 2, 1984		190,000.00
Subtotal		$197,050.00
Engineering		25,650.00
Total		$222,700.00

Length of Project ----------------- 0.178 mile
Cost of Roadway Per Mile --------- $3,779,016.85

RETAIN IN RESERVE

City of Portland Adjust Water Facilities	Lump Sum	All	--	$ 3,000.00
City of Portland Install Water Service	Lump Sum	All	--	2,800.00
			Subtotal	$ 5,800.00
			Engineering	783.00
			Total	$ 6,583.00

SUMMARY OF FUNDS

Description	Grp	Appn Code	Pro Rata	Total Cost	Federal Funds	State Funds	City Funds
Roadway	1	177	85%	$213,787.00	$181,718.00	$ --	$32,069.00
Roadway	2	W36*	88.15%	458,878.00	404,500.00	27,189.00	27,189.00
Illumination	1	177	85.0%	27,462.00	23,342.00	--	4,120.00
Signals	1	177	85.0%	222,700.00	189,295.00	--	33,405.00
SUBTOTAL				$922,827.00	$798,855.00	$27,189.00	$96,783.00
Reserve	1	177	85.0%	6,583.00	5,595.00	--	988.00
TOTAL				$929,410.00	$804,450.00	$27,189.00	$97,771.00

Group 1: 55%; Group 2: 45%
Contract No. 9861
Prefix: 726-1938 P.E.
Prefix: 326-1078
C09861

*Fixed Funds

RLC:me

9861

STATE COPY

TO BE COMPLETED BY FHWA		
5-29-8-46	US Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Multnomah PROJECT NO. IX-M-9345(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SW 6th Avenue - SW 4th Avenue (Portland) Connector

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-20-84	0.0
OTHER *(Specify)*		

FUNDS PRO RATA %

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
458,878.00 $ 440,550.00	404,500.00 M36 $ 374,465.00 Appn 177

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator AUG 7 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 2, 1984

FEDERAL AID PROJECT NO. IX-M-9345(2)

S.W. 6TH AVE.-S.W. 4TH AVE. (PORTLAND) CONNECTOR
S.W. BROADWAY STREET
MULTNOMAH COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 'B' 0+23 to "B" 4+45.66)(Sta. "F" 5+84.30 to Sta. 'F' 11+02.97)

Mobilization	Lump Sum	All	$ --	$ 78,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	--	12,230.00
Temporary Signs	Sq.Ft.	744	12.00	8,928.00
Temporary Barricades	Each	14	108.00	1,512.00
Temporary Concrete Barriers	Lin. Ft.	188	15.00	2,820.00
Moving Temporary Concrete Barriers	Lin.Ft.	63	14.00	882.00
Temporary Plastic Safety Markers	Each	90	45.00	4,050.00
Flaggers	Hour	1,000	10.00	10,000.00
Temporary Striping	Lump Sum	All	--	7,000.00
Clearing and Grubbing	Lump Sum	All	--	27,473.00
Removal of Structures and Obstructions	Lump Sum	All	--	8,350.00
General Excavation	Cu. Yd.	4,595	8.00	36,760.00
Furnishing and Placing Topsoil	Cu.Yd.	520	7.00	3,640.00
Structure Excavation Below Elevations Shown	Cu.Yd.	25	65.00 sw ~~6.00~~	1,625.00
Aggregate Base	Ton	40	25.00	1,000.00
3/4"-0 Aggregate Base, 2" Thick	Sq.Yd.	100	13.00	1,300.00
Cement Treated Base Mixture	Ton	4,020	10.00	40,200.00
Portland Cement in CTB Mixture	Ton	176	73.00	12,848.00
Class "B" Asphalt Concrete	Ton	660	32.00	21,120.00
Class "C" Asphalt Concrete	Ton	670	30.00	20,100.00
Alterations to Existing Structure	Lump Sum	All	--	35,250.00
Retaining Wall	Lump Sum	All	--	100,000.00
8-inch Storm Sewer Pipe	Lin.Ft.	235	30.00	7,050.00
10-inch Storm Sewer Pipe	Lin.Ft.	50	35.00	1,750.00
Extra for Pipe Under Pavement	Lin.Ft.	54	24.00	1,296.00
Concrete Inlets, Type "P"	Each	5	375.00	1,875.00
Concrete Inlets, Type "G-2"	Each	2	465.00	930.00
Guard Rail, Type 1	Lin.Ft.	50	13.00	650.00
CL-6 Chain Link Fence	Lin.Ft.	590	9.00	5,310.00

4' x 72" Chain Link Single Gates	Each	2	280.00	560.00	
Concrete Walks	Sq.Yd.	1,145	12.00	13,740.00	
Concrete Driveways	Sq.Yd.	70	21.00	1,470.00	
Concrete Curbs	Lin.Ft.	2,170	4.00	8,680.00	
Concrete Islands	Cu.Yd.	16	140.00	2,240.00	
Asphalt Driveways	Sq.Yd.	100	15.00	1,500.00	
Concrete Barrier	Lin.Ft.	220	52.00	11,440.00	
Drainage Curbs	Lin.Ft.	90	5.00	450.00	
Adjusting Manholes	Each	6	293.00	1,758.00	
Removal of Existing Sign Installations	Lump Sum	All	--	2,300.00	
Single Post Slip Base Sign Supports	Each	8	1,250.00	10,000.00	
Pipe Sign Posts	Each	11	160.00 ~~16.00~~	1,760.00	
Type "AA" Signs in Place	Sq.Ft.	536	20.00	10,720.00	
Type "C", "D", "EE", G, P and T Signs in Place	Sq.Ft.	116	13.00	1,508.00	
Type "M" and "R" Signs in Place	Sq.Ft.	18	7.00	126.00	
Furnishing and Planting Conifer Trees	Each	15	170.00	2,550.00	
Furnishing and Planting Deciduous Trees	Each	3	200.00	600.00	
Furnishing and Planting 1 Gallon Shrubs	Each	647	4.00	2,588.00	Landscape Y003
Furnishing and Planting 2 Gallon Shrubs	Each	1,975	11.00	21,725.00	
Furnishing and Planting Rhododendrons	Each	53	19.00	1,007.00	
Bark Mulch	Unit	28	105.00	2,940.00	
Soil Conditioner	Cu.Yd.	139	19.00	2,641.00	
Irrigation System	Lump Sum	All	--	12,000.00	
				$568,252.00	

ANTICIPATED ITEMS

Permanent Pavement Striping	Lump Sum	All	--	$ 4,000.00	
Water During Plant Establishment	Lump Sum	All	--	200.00	Y003
				$ 4,200.00	
			SUBTOTAL	$572,452.00	
			Engineering	77,281.00	
			TOTAL	$649,733.00	

TYPE CODE Y030
ILLUMINATION

Removal of Existing Illumination	Lump Sum	All	--	$ 1,996.00
Pole Foundations	Lump Sum	All	--	6,800.00
Roadway Lighting Poles and Arms	Lump Sum	All	--	5,000.00

Luminaires, Lamps and Ballasts	Lump Sum	All	--	1,400.00
Switching, Conduit, Wiring, Etc.	Lump Sum	All	--	9,000.00
			SUBTOTAL	$ 24,196.00
			Engineering	3,266.00
			TOTAL	$ 27,462.00

TYPE CODE Y031
SIGNALS (6 LOCATIONS)

Traffic Signal Installation, Complete	Lump Sum	All	--	$190,000.00
			SUBTOTAL	$190,000.00
			Engineering	25,650.00
			TOTAL	$215,650.00

Length of Project -----------------	0.178 mile
Cost of Roadway Per Mile ----------	$3,650,185.39

RETAIN IN RESERVE

City of Portland Adjust Water Facilities	Lump Sum	All	--	$ 3,000.00
City of Portland Install Water Service	Lump Sum	All	--	2,800.00
			SUBTOTAL	$ 5,800.00
			Engineering	783.00
			TOTAL	$ 6,583.00

SUMMARY OF FUNDS

DESCRIPTION	GRP	APPN CODE	PRO RATA	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CITY FUNDS
Roadway	1	177	85%	$ 190,855.00	$162,226.00	$ --	$ 28,629.00
Roadway	2	W36	88.15%	458,878.00	404,500.00	27,189.00	27,189.00
Illumination	1	177	85.0%	27,462.00	23,342.00	--	4,120.00
Signals	1	177	85.0%	215,650.00	183,302.00	--	32,348.00
SUBTOTAL				$ 892,845.00	$773,370.00	$ 27,189.00	$ 92,286.00
Reserve	1	177	85.0%	6,583.00	5,595.00	--	988.00
TOTAL				$ 899,428.00	$778,965.00	$ 27,189.00	$ 93,274.00

Group 1: 55%; Group 2: 45%
Contract No. 9861
Prefix: 726-1938 P.E.
Prefix: 326-1078

WH:pf:bkb

9/.

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Ted Spence
Region 1

DATE: March 17, 1988

FROM: Cam Gilmour, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System
Project No. IX-M-9345(2)
S.W. 6th Ave.-S.W. 4th Ave. (Portland) Connector
S.W. Broadway Street
Multnomah County

I have requested obligation of additional federal funds for FHWA on the above federal-aid project in the amount shown:

Previous Obligation	New Obligation	Increase
$412,730	$418,244	$ 5,514

Please arrange for updating of MSD's records to show this change.

DDB:bkw
cc: Gary Zehner, w/att.
Wayne Schulte, w/att.
General Files

jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 5/26/87	REPORT MADE BY Larry Heil, Assistant Area Engineer		PROJECT NO. IX-M-9345(2)
COMPLETION DATE (Actual) 7/17/85	ACCEPTANCE DATE BY CONRTACT AGENCY 10/8/86	TIME ELAPSED 120 %	CONTRACT TIME Specified Completion 4/30/85
LOCATION SEE BELOW			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S. W. 6TH AVE. - S. W. 4TH AVE. (PORTLAND) CONNECTOR
FAU 9345 (S. W. BROADWAY)
Grading, Paving, Structures, Signing, Illumination, Signals and Landscaping

This project provided for a new 3-lane northbound connection between S. W. 4th and S. W. 6th Avenue and the associated signal work and channelization.

The contract was awarded to Copenhagen Utilities & Construction on 7/20/84. Work started 8/1/84 and was completed 7/17/85. The contractor overran the original specified completion date of 4/30/85 by 53 calendar days. A 17 CD time extension was granted and 36 days of liquidated damages were assessed. The final project cost of $945,296 overran the original authorizationby 5%.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

RECEIVED
STATE HWY ENGR
JUN 2'87
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Lawrence M. Heil		SIGNATURE	
TITLE Assistant Area Engineer	DATE 5-27-87	TITLE District Engineer	DATE 5/29/87

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

October 23, 1986

CON 5 - #9861

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

On October 13, 1986, we wrote to you concerning release of final payment on Contract No. 9861 awarded to Copenhagen Utilities & Construction, Inc. for work on the S.W. 6th Avenue-S.W. 4th Avenue (Portland) Connector Section of FAU 9345 in Multnomah County.

Final payment on this contract is $5,000.80 and the total contract amount is $791,550.64, including $1,054.85 for work performed under force account.

George Bell
Assistant Director

cgc

cc: Copenhagen Utilities & Construction
P.O. Box 429
Clackamas, OR 97015

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

9861

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9861

TO: Commission Services

DATE: October 8, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9861, On Site Work Substantially Completed June 22, 1985

All Work Completed February 7, 1986

Project SW 6th Avenue-SW 4th Ave. (Portland) Connector

Highway FAU 9345 (S.W. Broadway)

County Multnomah

Type of Work Grading, Paving, Strs., Sign., Sig., Illum. & Lndscp.

Contractor Copenhagen Utilities and Construction, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

10-13-86 - Surety letter written.

RECEIVED
OCT 10 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9861

May 27, 1986

Copenhagen Utilities & Construction, Inc.
P. O. Box 429
Clackamas, OR 97015

CON 5
9861

Re: Time Extension Appeal
SW 6th Ave.-SW 4th Ave. Connection
Contract No. 9861
FAP No. IX-M-9345(2)

This will confirm the results of our meeting of April 24, 1986, with you, your attorney, and your subcontractor. At this meeting I informed you that if you could submit additional data to demonstrate that the painting of the existing signal pole was delayed by some excusable event, that I would consider to what extent a concurrent delay may have then existed on the project. We have received no additional data from you.

I also requested the Project Manager to expand the project activities chart to include the entire project duration. That has been done and reviewed by both you and me, separately. There appears to be no valid basis for adjustment of contract time on this project for the reasons requested, or for any other known reason.

It is the final decision of the engineer that no further adjustment of contract time on this project is warranted. Your request remains denied.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
William Cloran
Al Harwood
David Hill, City of Portland

TE/257/A

7861

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer To
File No.:

May 22, 1986

CON 5 - #9861

K. L. & K. Associates, Inc.
4147 S.E. Division
P.O. Box 06030
Portland, OR 97206

We are returning to you for additional information the Certificate of insurance on Contract No. 9861, awarded to Copenhagen Utilities & Construction, Inc. for work on the S.W. 6th Ave.-S.W. 4th Ave. (Portland) Connector Section of FAU 9345 (S.W. Broadway) in Multnomah County.

The attached green sheet explains the requirements with regard to the $1 million excess liability coverage. Please add to the certificate the paragraph stating the amount is in addition to the primary coverage.

Please return the corrected Certificate of Insurance to 121 Transportation Building, Salem, OR 97310.

Robert W. Gormsen
COMMISSION SERVICES

cb

Attachments

cc: Copenhagen Utilities & Construction, Inc.
13600 Ambler Road
P.O. Box 429
Clackamas, OR 97015

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 13, 1986

In Reply Refer to
File No.:
CON 5
9861

Copenhagen Utilities & Construction, Inc.
P. O. Box 429
Clackamas, OR 97015

Re: Time Extension Request Nos. 6, 7 & 8
SW 6th Ave.-SW 4th Ave. Connection
Contract No. 9861
FAP No. IX-M-9345(2)

Your sixth, seventh and eighth requests for additional contract time in which to complete the above contract have been carefully reviewed. The Second Notification on this project was issued on July 18, 1985. The above requests for adjustment of contract time were received on October 16, 1985. Normally, this delay of approximately 90 days would result in an outright denial of your requests since they were not submitted in accord with the requirements of Section 108.09 of the contract Standard Specifications. Since there were time extensions pending during a portion of this time and since the Second Notification was subsequently revised and re-issued, an exception will be made and the above requests will be considered on their merits.

Your sixth request was for an additional eight days due to delay in traffic signal loop detector layout. Project records indicate that the loop cutting and subsequent related work was completed well in advance of project completion and did not delay project completion. This request is denied.

Your seventh request was for a contract time adjustment to July 17, 1985. First, contract time was stopped on June 22, 1985, and no contract time was charged from June 22 to July 17, 1985, and this portion of your request will not be considered. The alleged electrical code violation design problem was required contract work and was covered by the contract provisions. This request is denied.

Your eighth request was for additional contract time due to utility lines not being removed from existing poles in order to allow removal of the existing poles as required by the contract. Project records indicate that the new mast arm signal poles were placed into operation on May 28, 1985. The existing signal equipment was removed from the wood poles on May 30, 1985. The utility lines were removed from the existing wood poles on June 5, 1985. The work of removing the existing wood poles required 2-1/2 hours. Other unrelated contract work was not completed until June 22, 1985. The utility lines on the existing wood poles were removed in a timely manner and did not delay project completion. This request is denied.

There remains 36 calendar days of liquidated damages under this contract. Should you wish further review of this matter, please contact Project Manager James Oehler.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Mike Smith w/att.
James Oehler, City of Ptld. w/att.
FHWA w/att.
Bruce Walton

TE/257

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: February 5, 1986

Marion Craft

FROM: MARION CRAFT
Metro Region Construction Engineer

SUBJECT: SW 6th Avenue-SW Fourth Avenue Connection
Contract 9861

Contract Awarded:	July 20, 1984 to Copenhagen Utilities & Construction, Inc.
Started Work:	August 1, 1984
Second Notification:	July 17, 1985 - Later revised to June 22, 1985

Two contract times for work completion were set up under subsection 108.08 of the special provisions. They were as follows:

(a) All "illumination" and "traffic signal" work shall be completed before 180 calendar days.

(b) All work to be done under the contract, except plant establishment to be completed no later than April 30, 1985.

Price Agreement No. 9 eliminated subsection (a) and all work was to be completed per subsection (b) above.

The contractor has previously submitted five requests for time adjustment. Of those, one request for seventeen days was granted resulting in a May 17, 1985 completion date. Thirty-six excess days were used.

Enclosed are three additional requests for time adjustment as summarized on the project manager's letter of transmittal. The project manager had denied each request. I have reviewed these and agree with his recommendation.

W. E. Schwartz -

I concur with Region and Proj. Mgr. and recommend that these requests be denied.

D. B. Jackmond

MC/cy
Enclosures

cc Mike Smith

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: March 6, 1986

In Reply Refer to File No.:
CON 5
9861

TO: Oregon Transportation Commission

FROM: Larry Rulien
State Highway Engineer

3J

SUBJECT: Request for Increase in Project Authorization
SW 6th Ave.-SW 4th Ave. (Portland) Connector Section
FAU 9345 (SW Broadway), Multnomah County
Contract No. 9861

This federal aid Interstate Transfer project has been completed and it is now apparent that the final cost will exceed the project authorization by $61,000 or seven percent.

A number of minor modifications were required in order to make the signal and illumination installations compatible with field conditions. It was also necessary to perform signal controller testing which was inadvertently omitted from the initial project funding. These items added more than $13,500 to the project cost. Further extra work to correct deficient strength of the roadway subgrade and to repair a substandard inlet and drain installation contributed more than $9,800 toward the project overrun.

The largest single factor included in the overrun is the construction engineering costs incurred. The project is located near the edge of the central business district in downtown Portland. It consists of a mixture of diverse work items, being grading, paving, structures, signing, illumination, signals and landscaping. The complex nature of the project, the urban location with its high traffic volumes, and erratic progress by contractors' forces combined to cause our engineering costs to increase.

There are sufficient funds available in the category of work and all the increase, except $22,650, is eligible for federal participation.

I recommend that the authorization be increased by $61,000 to a new total of $960,428.48. This matter will be on the consent calendar for the March 18 meeting.

LR:HHP:mk

cc: Fred Miller
C. O.Fredrickson
E. L. Hardt
R. W. Gormsen
V. E. Skoog
George Bell

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
9861

RECEIVED
STATE HWY ENGR
MAR 6 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: March 6, 1986

FROM: O. B. Jackmond
O. B. ~~Jackmond~~
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
SW 6th Ave.-SW 4th Ave. (Portland) Connector Section
FAU 9345 (SW Broadway), Multnomah County
Contract No. 9861

This federal aid Interstate Transfer project has been completed and it is now apparent that the final cost will exceed the project authorization by $61,000 or seven percent.

A number of minor modifications were required in order to make the signal and illumination installations compatible with field conditions. It was also necessary to perform signal controller testing which was inadvertently omitted from the initial project funding. These items added more than $13,500 to the project cost. Further extra work to correct deficient strength of the roadway subgrade and to repair a substandard inlet and drain installation contributed more than $9,800 toward the project overrun.

The largest single factor included in the overrun is the construction engineering costs incurred. The project is located near the edge of the central business district in downtown Portland. It consists of a mixture of diverse work items, being grading, paving, structures, signing, illumination, signals and landscaping. The complex nature of the project, the urban location with its high traffic volumes, and erratic progress by contractors' forces combined to cause our engineering costs to increase.

There are sufficient funds available in the category of work and all the increase, except $22,650, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $61,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
B. M. Walton
J. S. Oehler
D. L. Trout
Mike Smith, Liaison

81-128-1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.

CON 5
9861

DATE: March 3, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-M-9345(2)

Contract 9861, Work Completed June 22, 1985

Project SW 6th Ave.-SW 4th Ave. (Ptld) Connection

Highway FAU 9345 (SW Broadway)

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date January 21, 1986

G. K. Hossner
for Dale E. Wilken
Division Administrator

BMW:mk

cc: L. Rulien
C. O. Fredrickson
E. L. Hardt
B. M. Walton

CPC/FL4

RECEIVED
HWY ENGR
APR 1 '86
REFER TO

Info | Inves | R/D | [illegible] | [illegible] | [illegible] | File

734-2023 (2-85)

98

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Ted Spence
Metro Region

ORIGINAL SIGNED BY
GARY A. POTTER

DATE: January 24, 1986

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System

[illegible]

As indicated, I have requested obligation of additional federal funds from FHWA on federal-aid project number IX-M-9345(2) S.W. Broadway-S.W. 6th Avenue-S.W. 4th Avenue in the amount shown:

Current Obligation	Present Estimate	Increase
$778,965.00	$804,450.00	$25,485.00

Please arrange for updating of MSD's records to show this change.

RLC:me
cc: Gary Zehner, w/attach.
W. Schulte, Metro, w/attach.
General Files

81-125-1367

CL 1985-0153

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 8 1985
BARBARA ROBERTS
SECRETARY OF STATE

September 30, 1985

CON 5
#9861

IN REPLY REFER TO
FILE NO.:

Allen, Kilmer, Schrader,
Yazbeck & Chenoweth
Attorneys and Counselors
735 S.W. First Avenue
Strowbridge Building
Portland, OR 97204

This will acknowledge the Notice of Claim dated September 10, 1985, on behalf of Hamilton Electric, Inc. concerning the following Highway Division contract:

FILED BY:	Hamilton Electric, Inc.
AMOUNT:	$27,020.74
FOR:	Labor and materials
AGAINST (Prime contractor):	Copenhagen Utilities & Construction, Inc.
CONTRACT NO.:	9861
PROJECT:	S.W. 6th Avenue-S.W. 4th Avenue (Portland) Connector in Multnomah County
SURETY:	United Pacific Insurance Co.
AGENT:	Robert W. Lagler

NOTED ON CARD
11-12-85 ac

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

[illegible]
[illegible] W GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Copenhagen Utilities & Construction, Inc.
P.O. Box 429
Clackamas, OR 97015

United Pacific Insurance Company
Bond Department
33405 8th Avenue So. C-3000
Federal Way, WA 98003

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
OCT 9 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FROM:

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
ATTORNEYS AND COUNSELORS

735 S.W. FIRST AVENUE
STROWBRIDGE BUILDING
PORTLAND, OREGON 97204

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

NOTICE OF CLAIM UNDER ORS CHAPTER 279

TO:
Department of Transportation
Oregon State Highway Division
121 Transportation Bldg.
Salem, Oregon 97310

ATTENTION: Robert Gormsen

NOTICE IS HEREBY GIVEN that the undersigned Hamilton Electric, Inc., an Oregon corporation, has a claim for labor and materials provided under a subcontract with Copenhagen Utilities & Construction, Inc., for installation of traffic signal control and illumination equipment in the sum of Twenty-Seven Thousand Twenty and 74/100 Dollars ($27,020.74) against Bond No. U546200 taken from Copenhagen Utilities & Construction, Inc., as principal, and United Pacific Insurance Co., as surety, for Copenhagen Utilities & Construction, Inc.'s work on the Oregon State Highway Division F.A.U. 9345 - S.W. Broadway Project, Contract No. 9861. An itemization of the amounts claimed is attached hereto as Exhibit A.

DATED this 10th day of September, 1985.

HAMILTON ELECTRIC, INC.,
an Oregon corporation

By: ______________________
Emerson Hamilton, Secretary/
Treasurer

Copies to:

P. Nicholas Johnson, Registered Agent
Copenhagen Utilities & Construction, Inc.
P.O. Box 429
13600 Ambler Road
Clackamas, Oregon 97015

United Pacific Insurance Company
33405 - 8th Avenue South
C-3000
Federal Way, Washington 98003

Secretary of State
State Capitol Bldg.
Salem, Oregon 97310

RECEIVED
SEP 18 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
AUG 05 1985

HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

Copenhagen, Inc.
P.O. Box 429
Clackamas, Oregon 97015

Re: S.W. 6th - S.W. 4th
O.S.H.D.No. 9861

Bid Item 45	926.00
Bid Item 46	7,079.00
Bid Item 47	5,533.00
Bid Item 48	1,495.00
Bid Item 49	7,915.00
Bid Item 50	188,592.00
Total Sub Contract	211,540.00
Change traffic signal Price Agreement #6	887.00
Modify controller Price Agreement #9	.00
Pole changes Price Agreement #7	619.00
Ped head location change Price Agreement #10	(109.00)
Extend service conduit Price Agreement #	3,414.00
	216,351.00
Force Account #2	131.70
	216,482.70

RECEIVED
SEP 18 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

EXHIBIT A

Billing & Payment Schedule

Copenhagen Inc.
Project: S.W. 6th - S.W. 4th
O.S.H.D. No. 9861

DATE	DEBIT	CREDIT	BALANCE
Aug 27 84	21,100.00		21,100.00
Sep 24 84	6,400.00		27,500.00
Oct 19 84		11,671.12	15,828.88
Oct 25 84	4,200.00		20,028.88
Nov 2 84		1,686.06	18,342.82
Nov 26 84	4,260.00		22,602.82
Dec 27 84	8,440.00		31,042.82
Jan 25 85	63,485.00		94,527.82
Feb 26 85	26,265.00		120,792.82
Mar 25 85	47,700.00		168,492.82
Apr 11 85		37,223.50	131,269.32
Apr 25 85	9,721.00		140,990.32
Apr 29 85		9,952.38	131,037.94
Apr 30 85	3,414.00		134,451.94
May 6 85		24,959.10	109,492.84
May 28 85	21,366.00		130,858.84
Jun 10 85		43,463.37	87,395.47
Jun 27 85	131.70		87,527.17
TOTALS	216,482.70	128,955.53	87,527.17
Aug - 85		$60,506.43	$27,020.74

RECEIVED
SEP 18 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9861

N

September 5, 1985

CON 5

Copenhagen Utilities & Construction, Inc.
P. O. Box 429
Clackamas, OR 97015

Re: Time Extension Request: Fence Delay
SW 6th Ave.-SW 4th Ave. (Portland)
Contract No. 9861

This is in response to your August 21 letter concerning the above subject.

The decision contained in my July 29 letter was based on Section 108.09 of the contract Standard Specifications. This Section states, in part, as follows: "Any contract time .... will be subject to adjustment .... for those bona fide causes .... and which the Engineer determines as actually affecting the time necessary for completion of the work under the contract".

In order for a claimed delay to be considered for additional contract time, two criteria must be met. First, the delay must be for bona fide cause, and second, it must have actually delayed the completion of the contract.

The claimed fence delay met the first criteria; it did not meet the second.

In order to enhance the administration of construction contracts, please direct project inquiries and correspondence to Project Manager James S. Oehler.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
James S. Oehler, City of Portland w/att.

Copenhagen Utilities & Construction, Inc.

CU&C

Contractors
& Engineers

13600
Ambler Road
Clackamas,
Oregon 97015

P.O. Box 429

Portland,
503 654-3104

3180
Meadow Lane
Eugene,
Oregon 97402
503 688-9211

RECEIVED
STATE HWY ENGR

AUG 23 '85

REFER TO
Jack Kimond

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

Orig to
8/26
due
9/3

August 21, 1985

Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Attn: W. E. Schwartz, Project Engineer

Re: Time Extension Request: Fence delay
S.W. 6th - S.W. 4th Avenue (Portland)
Connector Section F.A.U. 9345
Multnomah County - State Contract 9861
Copenhagen Job 311 088

Dear Mr. Schwartz:

Responding to your letter of July 29, 1985, I do not understand your reasoning for not granting a time extension for the delay caused by the fence material certification.

You agree that the delay was not of our causing, so it should meet the "bona fide cause" requirement of Section 108.09.

The engineer should have records of the delay and that we were not able to finish the fence until May 5, 1985, so he should be able to determine that the situation actually did "affect the time necessary for completion of the work under the contract."

We did "request for adjustment of contract time in writing upon a form provided by the division with the consent of the surety endorsed thereon."

The above three paragraphs address the meat of Section 108.09 in regard to justification of contract time extension. In fact the portions of the sentences in quotes come right out of the "green book".

If there is language elsewhere in the contract that is more pertinent than Section 108.09, and those sections were the basis of your denial, then I would appreciate an explanation of same.

Since your letter does not address any specific section of the Standard

Specifications or Special Provisions, I have no idea of what basis you have made your decision.

Sincerely,

COPENHAGEN UTILITIES & CONSTRUCTION, INC.

Robert C Heiberg

Robert C. Heiberg

RCH:ss

cc: Jim Oehler

9461 jc

N

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIS TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-M-9345(2)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 20114

6. TO
Mr. E. S. Hunter
Acting State Highway Engineer
State of Oregon
Salem, Oregon 97310

RECEIVED
STAT HWY ENGR
AUG 12 '85
REFER TO
Potter
FOR

Info	Inves	R/O	D/R	Sign	[illegible]	File

7. DATE AUTHORIZATION EFFECTIVE September 18, 1984
8. FEDERAL ROUTE NUMBER FAU 9345
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
S. W. 6th Ave. - S. W. 4th Ave. Connector (Portland)

11. GENERAL DESCRIPTION OF WORK
Rebuild manhole on water vault.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 9-18-84 as requested in Mr. Fredrickson's letter of 8-5-85 as being cost effective for the use of City of Portland Bureau of Water Works forces to proceed with the above work. State Force Order No. 3 representing work to be performed by City of Portland Bureau of Water Works forces is approved for a TEC of $738.51; Federal Funds $651.00.

14. DATE 8/9/85
15. SIGNATURE OF APPROVING OFFICIAL D. K. Hassner
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 29, 1985

In Reply Refer to
File No.:

Copenhagen Utilities & Construction, Inc.
P. O. Box 429
Clackamas, OR 97015

CON 5

Re: Time Extension Request
SW 6th Ave.-SW 4th Ave. (Portland) Connector
Contract No. 9861
FAP No. IX-M-9345(2)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested 35 calendar days of additional contract time due to confusion and misinformation relative to the acceptability of certain fencing materials.

We acknowledge the confusion and misinformation in respect to the fencing materials and that the completion of the fencing was thereby delayed. However, the fencing work did not delay the completion of this project and your request is accordingly denied.

Should you wish further review of this matter, please contact Project Manager James S. Oehler.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc. C. O. Fredrickson
Al Harwood w/att.
James S. Oehler, City of Portland w/att.
FHWA w/att.
Bruce Walton

TE/189

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: July 16, 1985

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: SW 6th Ave.-SW 4th Ave. Connector (Portland)
Contract No. 9861

Attached is the contractor's request for time extension based on confusion and delays in the acceptance and installation of galvanized fence. Also included is the Project Manager's analysis, compilation of facts, and his recommendation.

This is the fifth time extension request received on this job. Included for your ready reference and information is my letter to you dated June 17, 1985, and the July 5, 1985 letter from W. E. Schwartz to the contractor.

The Project Manager, Jim Oehler, had made a good, complete analysis of this fifth request and I agree with his analysis and recommendation that no time be granted due to this work not being on the critical path for completion of the job.

Attachments

MC/cp

CE__ CAE__ RECEIVED LS__ TC__
COE__ OM__ SA__ CC__
OE__ FE__ CP__
CA__ JUL 17 1985 PQC__
CAM__ CONSTRUCTION QCS__
EEO__ SECTION FILE.__

7-26-85

W. E. Schwartz -

I concur with Region and Project Manager and recommend that this request be denied.

B. B. Jackmond

FORM 734-0001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION SW 6th Ave. - SW 4th Ave. (Portland) Connector	WEEK ENDING July 27, 1985
		SECTION PREFIX 326-1078
	HIGHWAY S.W. Broadway FAU9345	COUNTY Multnomah
NAME OF JOB	KIND OF WORK Brading, Paving, Structures, signing, Illumination, Sidewalks, Landscaping.	
CONTRACTOR Copenhagen Construction Co.	CONTRACT NUMBER 9861	FEDERAL AID PROJECT NUMBER IX-M-9345(2)
DATE OF CONTRACT August 3, 1984	DATE WORK STARTED August 1, 1984	ESTIMATED COMPLETION DATE June 15, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 893,554.73	SPECIFIED COMPLETION DATE April 30, 1985	PERCENT OF TIME ELAPSED 61 excess days
EXCLUSIVE OF ENGINEERING: $ 822,234.41	ENGINEERING AUTHORIZATION $ 71,320.32	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 813,152.59	ENGINEERING COST TO DATE $ 103,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: OVERRUN UNDERRUN 1 %	PERCENT OF AUTHORIZATION 145 %	DATE PROJECT WAS COMPLETED: 7/17/85

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.			
100%	100%	100%	100%	100%			

	GRADING	SURFACING	~~MAINTENANCE MATERIALS~~	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,595 CY	4,020 T			1,330 T
TOTAL QUANTITIES CORRECTED TO DATE	4,595 CY	4,582 T			1,616.44 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,545 CY	4,582 T			1,616.44 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 21	--			
MONDAY 22	Clear			
TUESDAY 23	Clear			
WEDNESDAY 24	Clear			
THURSDAY 25	Clear			
FRIDAY 26	Clear			
SATURDAY 27	--			

CE CAE RECEIVED LS TC
COE OM
SA CC
OE
AUG 1 1985
FE CP
CA D.47
PQC
CAM CONSTRUCTION QCE
EEO SECTION FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 21	
MONDAY 22	
TUESDAY 23	
WEDNESDAY 24	
THURSDAY 25	
FRIDAY 26	
SATURDAY 27	

REMARKS

Project is prechecked.
First Establishment Period is over and checked.
Next Field Engineer's Weekly Report at end of second Establishment Period.

SIGNED James S. Oehler LOCATION ______
Jim S. Oehler

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F218

1.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 5, 1985

In Reply Refer to
File No.:

NOTED
W. E. SCHWARTZ

Copenhagen Utilities and Construction, Inc.
P.O. Box 429
Clackamas, OR 97015

Re: Third and Fourth Time Extension Requests
SW 6th Ave. - SW 4th Ave. Connector(Portland)
Contract No. 9861
FAP No. IX-M-9345(2)

Your third and fourth requests for additional contract time in which to complete the above project have been carefully reviewed.

The third request was for 60 calendar days of additional contract time in which to complete phase "a" of the project due to controller and software modifications. These modifications were to correct non-specification traffic signal equipment. This portion of your request is denied. The contract time of completion for phase "a" of the contract remains April 30, 1985.

The fourth request was for 17 calendar days of additional time in which to complete phase "b" of the project due to the extra work performed under EWO No. 1. This request is granted. The adjusted contract time of completion for phase "b" of this contract is May 17, 1985.

/s/ C. O. Fredrickson

for W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

WES:lmf

bc: C. O. Fredrickson
Al Harwood w/att.
Mike Smith w/att.
J. S. Oehler w/att.
City of Portland
FHWA w/att.
Bruce Walton

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: Bryant Jackmond
Contract Administration Engineer

DATE: June 17, 1985

FROM: Marion Craft
Marion Craft
Metro Region Construction Engineer

SUBJECT: SW 6TH - SW 4TH AVENUE CONNECTOR
MULTNOMAH COUNTY
CONTRACT 9861

Enclosed are request number 3 and 4 for time extensions for the above subject project. Also included are the Project Manager's and Metro Region Office Manager's letters with recommendations to deny request number 3 and grant a 17-day-time extension for request number 4.

Contract 9861 was awarded July 20, 1984 to Copenhagen Utilities and Construction, Inc. Item (a) of Subsection 108.08 of the Special Provisions included illumination and traffic signals. This was to be completed in 180 calendar days, ending January 29, 1985. Item (a) was later deleted (Price Agreement 9) with the signal and illumination to be completed prior to April 30, 1985. This was in accordance with Subsection 108.08, item (b). The time allowed was for equipment and software modifications in the control equipment at the 5th/6th/Broadway intersections.

The Contractor's third request for time extension asks that the completion date of April 30, 1985 (item b) be extended to July 1, 1985. This was to allow additional time for control equipment/software modifications. Recommendations are to deny this request.

The fourth request for time extension is for 17 days. This was due to delay in bridge alteration on the SW 5th/I-405 Freeway overcrossing structure. Delay was a result of a problem with the quality of the existing concrete. Recommendations are to grant the contractor 17 days as requested.

I have reviewed the claims and agree with the recommendations of the Project Manager based on the information provided.

MC:cy

Enclosure

RECEIVED
JUN 19 1985
CONSTRUCTION SECTION

CC.... CAE ....
COE.... OM....
OE ....
CA..............
CAM ....
EEO..........
LS......TC......
SA......CC......
FE......CP......
FOC.. ....
QCS..............
FILE. ....

7-5-85

W.E. Schwartz –

I concur with Region and Proj. Mgr. and recomm
a 17 C.D. time ext. for phase "b" of the contract due to work under EWO #1

B. Jackmond

81-185-1307

June 12, 1985

Copenhagen Utilities & Construction, Inc.
P. O. Box 429
Clackamas, OR 97015

CON 3

Re: Time Extension Request
SW 6th - SW 4th Ave. Connector
Contract No. 9861
FAP No. IX-M-9345(2)

Your two requests for additional contract time in which to complete the above project have been carefully reviewed.

Your first request was for an additional 27 calendar days due to delay in the submittal approval process for traffic signal poles and due to alterations made in mast arm length of one pole. The review of the project records indicates that the approval process was done in a timely fashion and that the delay occasioned in that process was due to the pole supplier submitting inadequate drawings. The alterations made were covered by Price Agreement No. 7 which specifically excludes that changed work from consideration of contract time adjustment. Therefore, your first request is denied.

Your second request was for an additional 57 calendar days due to unpredictable weather conditions during October and November, 1984. The review of the project records indicates that lack of scheduling and not weather conditions delayed the completion of this project in the Fall of 1984. A further review of the data you submitted concerning the rainfall conditions during October and November of 1984 indicates that the rainfall experienced was indeed predictable and therefore not a valid reason for adjustment of contract time. It should also be noted that this delay was not filed in accord with the terms of Section 108.08 and 108.09 of the contract provisions. For all of the above reasons, this request is also denied.

Should you wish to submit additional data, or to further review this matter, please contact Project Manager James S. Oehler.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Al Harwood w/att.
Mike Smith w/att.
James S. Oehler w/att.

STATE OF OREGON

INTEROFFICE MEMO

TO: Bryant Jackmond
Contract Administration Engineer

DATE: June 4, 1985

FROM: Marion Craft
Marion Craft
Metro Region Construction Engineer

SUBJECT: SW 6TH - SW 4TH AVENUE CONNECTOR
MULTNOMAH COUNTY
CONTRACT 9861

CC.... CAE .... RECEIVED LS.....TC.....
CUE.... OM.... SA.....CC.....
CL .... FE.....CP.....
CA .... FOC.....
CAM .... CONSTRUCTION CCE.....
FEO........ SECTION FILE.........

Enclosed are two requests for time extensions for the above subject project. Also, included are the Project Manager's and Metro Region Office Manager's letters with recommendation to deny these requests.

Contract 9861 was let July 12, 1984 and awarded July 20, 1984 to Copenhagen Utilities and Construction Inc. Item (a) of Subsection 108.08 of the Special Provisions included illumination and traffic signals and was to be completed in 180 calendars days beginning August 3, 1984. All other work on the contract, except plant establishment was to be completed not later than April 30, 1985 as per Subsection 108.08 item (b). Item (a) was later deleted (Price Agreement 9) and work was to be completed prior to April 30, 1984 in accordance with item (b).

The Contractor's first request for adjustment of contract time dated January 3, 1984 alleged the electrical subcontractor was delayed by submittal approved process for illumination poles, by the pole supplier (Ameron Inc). The Project Manager's review of this first request indicates the delay was due to inadequate shop drawings as the turn around time for review was three days for each of the two submittals.

The Contractor's second request for adjustment of contract time dated December 13, 1984 was for unusual weather conditions preventing construction. The Project Manager's review for this request finds that although the precipitation during the period in question was well above normal, it was the contractors three-week delay in retaining wall construction that precluded his completing earthwork during good weather conditions.

Based on the enclosed information provided by both the Contractor and the Project Manager, my recommendation is to deny the Contractor's two requests.

6-11-85

W. E. Schwartz -

I concur with Region & P.M. and recommend that these requests be denied.

O. B. Jackmond

MC:cy
Enclosures

25-1387

rll

U. S. DEPARTMENT OF TRANSPORTA N
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-M-9345(2)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
20114

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
9/7/84

8. FEDERAL ROUTE NUMBER
FAU 9345

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
SW 6th Avenue - SW 4th Avenue (Portland) Connection Section

11. GENERAL DESCRIPTION OF WORK
Install water service for irrigation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 9/7/84 as requested in Mr. Fredrickson's letter of 11/1/84 as being cost effective for the use of City forces to proceed with the above work. State Force Order No. 2 representing work to be performed by City of Portland, Bureau of Water is approved for a TEC of $2,777; Federal Funds $2,360.

RECEIVED
STATE HWY ENGR
NOV 7 '84
REFER TO
Potter
FOR
Info | Inv. | R/D | D/R | Sign | Act | File

Orig to
11/8

14. DATE
11/6/84

15. SIGNATURE OF APPROVING OFFICIAL
G K [illegible]

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

August 2, 1984

Copenhagen Utilities & Construction, Inc.
P.O. Box 429
Clackamas, OR 97015

CON 5

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9861 for work on S. W. 6th Avenue-S.W. 4th Avenue (Portland) Connector Section of FAU 9345 and SW Broadway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Enclosure

cc United Pacific Insurance Company
P.O. Box 3669
Portland, OR 97228

United Pacific Insurance Co.
Bond Dept.
33405 8th Avenue So. C-3000
Federal Way, WA 98003

C. O. Fredrickson
Walt Hart
Bruce Walton

Janice Peterson
Ed Hardt
Mike Smith
L. E. George
Merle Anderson

Copenhagen Utilities & Construction, Inc.

Contractors
& Engineers

13600
Ambler Road
Clackamas,
Oregon 97015

P.O. Box 429

Portland,
503 654-3104

3180
Meadow Lane
Eugene,
Oregon 97402
503 688-9211

July 17, 1984

State of Oregon
Office of Commission Services
Room 121
State Transportation Building
Salem Oregon 97310

Re: SW 6th Ave - SW 4th Ave (Portland) connector
F.A.U. 9345 (SW Broadway)

Gentlemen:

It is our intent to use the following D.B.E. & W.B.E. qualified subcontractors.

1. The Kaspac Corporation
   2420 SE Clatsop Street
   Portland, Oregon 97202 D.B.E.
   Bid item # 9 Temporary Striping $7,000.00
   Bid item # 37 Drainage Curbs 450.00

2. D.B.E. Construction Inc.
   P O Box 230118
   Tigard Oregon 97223 D.B.E.
   Bid item # 21 Alterations to existing structure $35,000.00

3. Salt & Pepper Trucking & Flagging
   9015 N. Hamlin Street
   Portland, Oregon 97217 D.B.E.
   Bid item #8 flagging $7,000.00
   Bid item #12 general exc trucking $21,300.00

4. Arrow Brothers Corp
   9450 SW Commerce Circle
   Wilsonville, Oregon 97070
   Bid item #28 Guard rail 600.00
   Bid item #29 CL-6 Chain link fence 5,900.00
   Bid item #30 4'x72" Chain link fence 1,000.00

5. S. & L. Landscaping
P O Box 23702
Tigard Oregon 97223 W.B.E.
Bid items 51 thru 58 landscaping $39,916.00

If you have any questions please do not hesitate to call me at our Clackamas office.

Sincerely,

COPENHAGEN UTILITIES & CONSTRUCTION, INC.

Robert C Heiberg

Robert C. Heiberg

RH/lg

RECEIVED
JUL 17 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

4161

June 27, 1984

City of Portland
City Hall
1220 S.W. 5th Avenue
Portland, OR 97204

AGR

Attention: Jewel Lansing
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 25503

Gentlemen or Ladies:

Attached for your records is a fully executed copy of a supplemental agreement to more clearly identify the jurisdictional responsibilities of the State and the City on the S.W. 6th Avenue-S.W. 4th Avenue Connector Section in the City of Portland.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Gary Potter (agree. att.)

TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

(1) Supplemental agreement with the City of Portland to more clearly identify the jurisdictional responsibilities of the State and City on the S.W. 6th Avenue S.W. 4th Avenue Connector Section in the City of Portland. Generally the City is accepting maintenance responsibilities for land and roadway lying outside of the access control boundary. (Local Government Section)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 20 of June, 1984

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
STATE HIGHWAY ENGINEER
Date 6/15/84

[illegible] rll

U. S. DEPARTMENT OF TRANSPO~~RT~~ATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-M-9345(2)

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Multnomah

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20114

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 27'84
REFER TO Potter
FOR

Info	Info	R/O	D/R	Sign	Act	File

Orig to
6/27

7. DATE AUTHORIZATION EFFECTIVE: 6/20/84

8. FEDERAL ROUTE NUMBER: FAU 9345

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

SW 6th Avenue - SW 4th Avenue (Portland) Connector Section

11. GENERAL DESCRIPTION OF WORK

Grade, pave, signals, illumination, signing, structure and illumination.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimated 6/15/84.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 6/18/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,028,943; Federal Funds $889,054.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE: 6/20/84

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

16. TITLE: for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

7861

Portland

726-1938

STATE OF OREGON **INTEROFFICE MEMO**

TO: DONALD R. ADAMS
Final Design Engineer

DATE: ~~May 31, 1984~~

FROM: Donald E. Fantz
DONALD E. FANTZ
Project Coordinator

SUBJECT: S.W. 6th Ave.-S.W. 4th Ave. Connection

Enclosed are the corrected mylar plan sheets for the subject project. The marked set of prints, transmitted from final design May 18th, are included for reference. The City has responded to the revisions and additions on the marked set of prints and in your May 18th transmittal, either through correction of the mylar plan sheets or discussion with Fred Erickson.

The City of Portland has extended significant effort to correct and return the mylar plan sheets in anticipation of a June 28, or July 12 bid letting. Your assistance and flexibility in the preparation of these plans has surely been appreciated by the City of Portland.

po

cc: J. D. McClure
C. H. Duval
Don Coville - City of Portland

Attachments

Don, I have given plans to Fred to get going on
6/1/84

____Versteeg ________
____Anderson ________
1 Adams A
____Macnab ________
____Edwards ________
____Terpin ________
____Trout ________
____Weberlig ________

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ROAD DESIGN
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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 1, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 20114
Project No. IX-M-9345(2)
S.W. 6th Ave.-S.W. 4th Ave. (Portland) Connector Sec.
City Streets in Portland
Multnomah County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on June 28, 1984.

Project concept was approved by letter dated June 25, 1982 to you from the Director of ODOT.

Traffic Signal Comparison Warrants to be submitted under separate cover.

DRH:pf
Attachments

cc: E. L. Hardt, Metro Region
Wayne Schulte, Metro Region
Karen Bunk, Metro Region
Gary Zehner, w/attach
General Files

Form 734-3122

ROAD DESIGN-HIGHWAY DES 16

Don Fantz
Project Coordinator

May 18, 1984

Donald R. Adams, P.E.
Final Design Engineer

S.W. 6th Ave.-S.W. 4th Ave. Connection
FAU 9345 - S.W. Broadway
Multnomah County

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Enclosed are a set of prints and mylars for the subject project. The prints have been marked for revisions or additions. The marks are generally in red pencil. The following is a list of items noted or items suggested for consideration on the road design portion of the project:

Sheet 2: Typical sections, add labels for curbs and monolithic curb and walk. Also include with label the sheet reference number 2B-1 for the details.

Revise typical section of "B" line to show a variable width for the monolithic curb and walk. Walk has a wider section in the area approximately Station 2+90.

Sheet 2A: Suggest that aggregate base 3/4"-0, 2" thick be revised to be purchased on the ton basis. Revision would eliminate separate bid item.

Suggest elimination of Salvage Guardrail Item.

Sheet 2B-3: Add Standard Drawing 2126A for terminal connector.

Suggest another look at use of poured-in-place concrete barrier. Precast barrier would be easier and faster to handle for construction. Would be easier to change if design alterations appear necessary and likely would cost less.

Suggest another look at westerly end of concrete barrier Sta. "L" 8+30-10+00. Begin barrier 50' ± easterly of present location. Paint could be used for separation in that 50' area. Revision would be more forgiving for turns from 5th Avenue. Also, for anyone getting on the wrong side of median, it would allow some recovery area before being trapped by barrier.

7766

Sheets 2C-1 to 4, 2D-1 & 2, 2E-1 & 2 and 2F: See sheets and attached specifications.

Sheet 3; Note 14: Change island to type "C" as "C-1" has been deleted from Standard Drawings.

Note 17: If square yard is to be used, then quantity is missing. Add balloon for area to be paved at island location N.W. corner of 6th Avenue and S.W. Broadway.

Note 19: Suggest another look at replacing barrier when traffic is being allowed to travel farther away from the curb line under new traffic pattern. Revision may eliminate unnecessary expense.

Note 20: Reference to detail sheet missing add "see Sheet 2B-3".

Note 42: Quantity missing from note. Number on sheet should be circled and pointed.

Other Items: No street connections are called for in the plans. Normally, we recognize that there is extra work involved and it's clearer if called for as an item.

No curb is called out as being removed by note on this sheet. Curb is normally paid under removal of structures and obstructions and is flagged at all locations.

No earthwork is shown on any of the sheets, although 4,595 cubic yards of general excavation are shown in the summary.

Suggest another look at continuing combination sewer, it may be a problem.

Curb Data Table; Curve 10: Rt. should be Lt. after "B" 3+44.94, 18.58'.

Sheet 4; Note 2: Length given for note appears too short for number of places curb removal is shown or should be shown. Add numbered balloons as required. Relocate balloon on N.E. corner of S.W. 5th Avenue and S.W. Broadway for clarity.

Note 3: Island area between S.W. 5th and S.W. Broadway is shown as p.c.c. removal without a balloon. Add numbered balloon or as another number for island removal see Sheet 3, Note 4.

Note 5: Inlet on S.W. 5th Avenue at the bridge end should remain in service to take water from the street. Adjust inlet if required.

Note 9: Add Standard Drawing number 2117 for fence gate.

41465
H 3-[illegible]

Note 13: Suggest adding a sidewalk ramp at the S.E. corner of S.W. 6th Avenue and S.W. Broadway. Suggest elimination of sidewalk ramp on 5th Avenue structure.

Notes 18 & 43: Suggest elimination of salvaged guardrail. Reuse of guardrail is allowed if it meets specifications for new installations.

Note 19: See Sheet 2B-3 comments.

Other Items: Stations for "S" line and "F" should be given. The relationship between the "G" line and any other line is not apparent. Bearings are not given and a tie where existing curb is matched is not shown.

Sheet 5; Note 2: Curb removal quantity looks too short.

Note 18: Suggest elimination of salvaged guardrail.

Note 32: Note calls for installing traffic signal pole. Balloons are not apparent on sheet showing location.

Other Items: Suggest another look at grades on S.W. 5th Ave. between Stations 9+00-10+50. Adverse cross slope for curve to the right. Looks like the safe speed is approximately 20 m.p.h.

Other plan sheet revisions are covered by attached letters. The signal plans have been left with OSHD Signal Design Unit for revision per verbal agreement between William Zirbes and City of Portland staff.

DRA:FE:mg

Attachments

cc: Stephen Macnab w/attach.
    Paul Singer w/attach. mg

ROAD DESIGN-HIGHWAY

Donald R. Adams, P.E.
Final Design Engineer

May 7, 1984

Merlyn Anderson,
Landscape Architect

City Landscape Plans
SW 6th Ave.-SW 4th Ave. (Portland) Connector
FAU 9345-SW Broadway
Multnomah County

We have reviewed the planting and irrigation plans for this project Enclosed are revised copies of the plans and our comments for forwarding to the City of Portland.

MA:mg

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IRRIGATION PLAN COMMENTS

May 7, 1984

1. Legend and numbered note system is confusing. We use one or the other.
2. I've shown spacing for your information only. This should be left up to the Contractor, unless you want your inspector to stake head locations in the field.
3. I've changed the head spacing. We use head-to-head spacing for square pattern. For triangular spacing we have used 55% of diameter for spacing and .86% of spacing for distance between rows.
4. Loss calculations show a need for 2" electric valves and part 2 ½" mains to state area. I've used our symbols throughout the plan.
5. On 2", 39 G.P.M. section, I've used a low-gallonage head with the S.S.T.'s to get a closer match on the precipitation rate. 12' radius head also works better in this narrow area.
6. We don't see a need for a y-strainer. You could add one for city areas if you think the city mains are old and dirty enough (Be sure to allow for extra pressure loss).
7. I've shown dots on the heads for your reference only.
8. The enlarged details seemed very confusing. We like to keep things simple so plans can be easily read and understood in the field. This is another reason for not putting dimensions on everything.
9. We use PVC conduit for water and electric lines under "improvements" roads, walks, etc. Generally, 6" or 8" PVC is large enough.

IRRIGATION ELECTRIC COMMENTS

May 7, 1984

1. We like to make a separate irrigation electric plan because it simplifies things. If the two plans are combined, the electric portion should be as easy as possible to follow.

2. The system of a legend plus numbered notes is confusing. Suggest using one or the other.

3. Five stations each will require Toro IC 8 controller.

4. Our specifications say that wire has to be enclosed in conduit when under "improvements" or in a larger conduit with water pipe.

5. We use PVC electrical conduit because it doesn't rust and doesn't provide a ground in case of a bare wire.

6. We call for 12 guage UF control wires for less resistance and improved reliability - cost difference is small.

7. A "timer" is generally recognized as a battery-operated device or at least a very simple device. We like to be consistant with our specs. and call it a controller.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9345(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20114

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/16/84

8. FEDERAL ROUTE NUMBER FAU 9345

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
SW 6th Avenue - SW 4th Avenue (Portland) Connector

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change - See Below

13. REMARKS

As requested in Mr. Potter's letter of 4/9/84 I approve the revised Preliminary Engineering costs to a TEC of $116,700, Federal Funds $99,194.

(Increase TEC $57,876, Federal Funds $49,194)

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STATE HWY ENGR
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Orig. to
4/19

14. DATE 4/16/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7-61 7-23

NOISE STUDY REPORT

S.W. 6th St. - S.W. 4th St. Connection
Portland City Street (FAU 9345)
(New Roadway)
Multnomah County

11,148
Tim H. Thex
JULY 17, 1981
TIM H. THEX

Prepared by:

Oregon State Highway Division
Technical Services Branch
Environmental Section
Lloyd Cady, Acoustical Specialist

September 1983

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TABLE OF CONTENTS

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Summary 1

Project Description 1

Land Use 1

Noise Analysis 2

Traffic Noise Mitigation 3

Construction Noise 3

Local Coordination 4

APPENDIX A: Figures

APPENDIX B: Tables

S.W. 6th St. - S.W. 4th St. Connection
Portland City Street (FAU 9345)
(New Roadway)
Multnomah County

SUMMARY

A noise study was completed on the S.W. 6th St. - S.W. 4th St. connection. Results show that traffic noise mitigation would not be practical and therefore will not be recommended as part of the proposed project. However, inclusion of construction noise abatement measures is recommended in the specifications.

PROJECT DESCRIPTION

The proposed project consists of a new roadway to connect S.W. 4th to S.W. 6th Street (see Figure 4). A 3-lane, 36 feet, curbed roadway with a 6 feet sidewalk along the north side is proposed. The connection would act as a frontage road along the south side of I-405 and is within the existing right-of-way.

Traffic must now use Caruthers Street to get to 6th Street. After construction, traffic could use the one-way northbound connection thereby relieving a future problem area on Caruthers. This improvement would also simplify the traffic patterns on other streets in the area. Three signals are also included as part of this project.

LAND USE

The project area is zoned commercial and is within the fringe area of the downtown business district. Figure 2 shows the receptors in the project area.

There are two office buildings with closed windows (E & F), two service stations (D & H), two motels (B & G), one drive-in restaurant (I), one restaurant (A), and a two-story residence (C) within the immediate project area. Also, the area of the proposed new roadway is presently open area.

NOISE ANALYSIS

Two motels (B & G) and the two-story residence (C), in the project area, are at or above the federal noise abatement criteria of Leq 67 dBA for activity category B, as shown in Table 1. The commercial receptors in the project area do not exceed and are not predicted to exceed the abatement criteria of Leq 72 dBA for commercial receptors.

The No-Build Alternative projects an increase in noise level of 0-2 dBA from the present to the design year. Only one receptor (A) increases by 2 dBA.

The Build Alternative shows an immediate increase of 2 dBA in the worst case (receptor A) and an additional 1 dBA by the design year. Figures 3 and 4 show the noise levels calculated for each alternative. Table 3 shows the traffic data and the predicted noise levels generated.

A field measurement was taken at the intersection of Caruthers and 5th Street. The correlation of the field measurement and calculated values for this corner was within 3 dBA.

TRAFFIC NOISE MITIGATION

Mitigation of noise levels on this project would not be practical for the following reasons:

1. There would not be room on the south side of the new roadway for either a wall or berm of sufficient height to reduce the noise level significantly.
2. Due to the location of the project, a wall or berm could not be long enough to benefit more than one or two receptors.
3. Restrictions of trucks is impractical because this is a route which trucks use to get from the west end of the Ross Island Bridge to the downtown area and to the 6th Street on-ramp to I-405.
4. Reduction of the speed limit would be contrary to the objective of the project, which is to move the congested traffic more efficiently.

The removal of part of the traffic from Caruthers to the new roadway would benefit receptors slightly because that traffic would be moved a distance of up to 150 feet further away.

CONSTRUCTION NOISE

Construction noise levels will be high, for the duration of the construction, due to the close proximity of the new roadway. Noise ranges for construction equipment are given in Table 2.

Construction noise will be subject to City of Portland Noise Ordinance No. 141882. To minimize noise levels during construction, the following construction noise abatement measures will be included in the project specifications.

1. No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays and legal holidays and between the hours of 6:00 p.m. and 7 00 a.m. on other days without the approval of the Project Manager.
2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the project manager.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.
2. Shut off idling equipment.
3. Reschedule construction operations to avoid periods of noise annoyance identified in the complaint.
4. Notify nearby residents whenever extremely noisy work will be occurring.
5. Install permanent or portable acoustic barriers around stationary construction noise sources.

LOCAL COORDINATION

A copy of this report is being sent to the City of Portland.

The traffic data used in this report was furnished by the City of Portland.

APPENDIX A

FIGURES

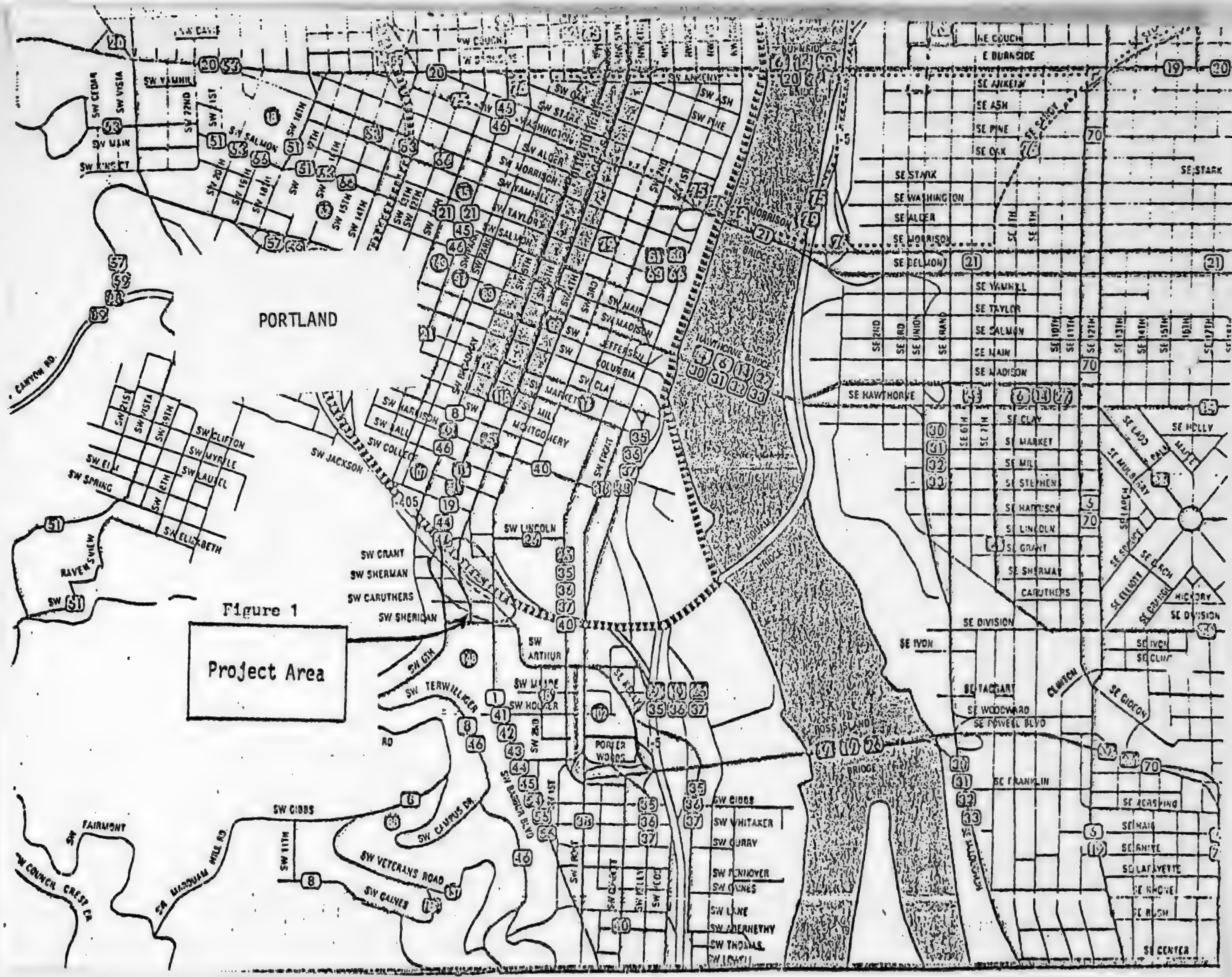


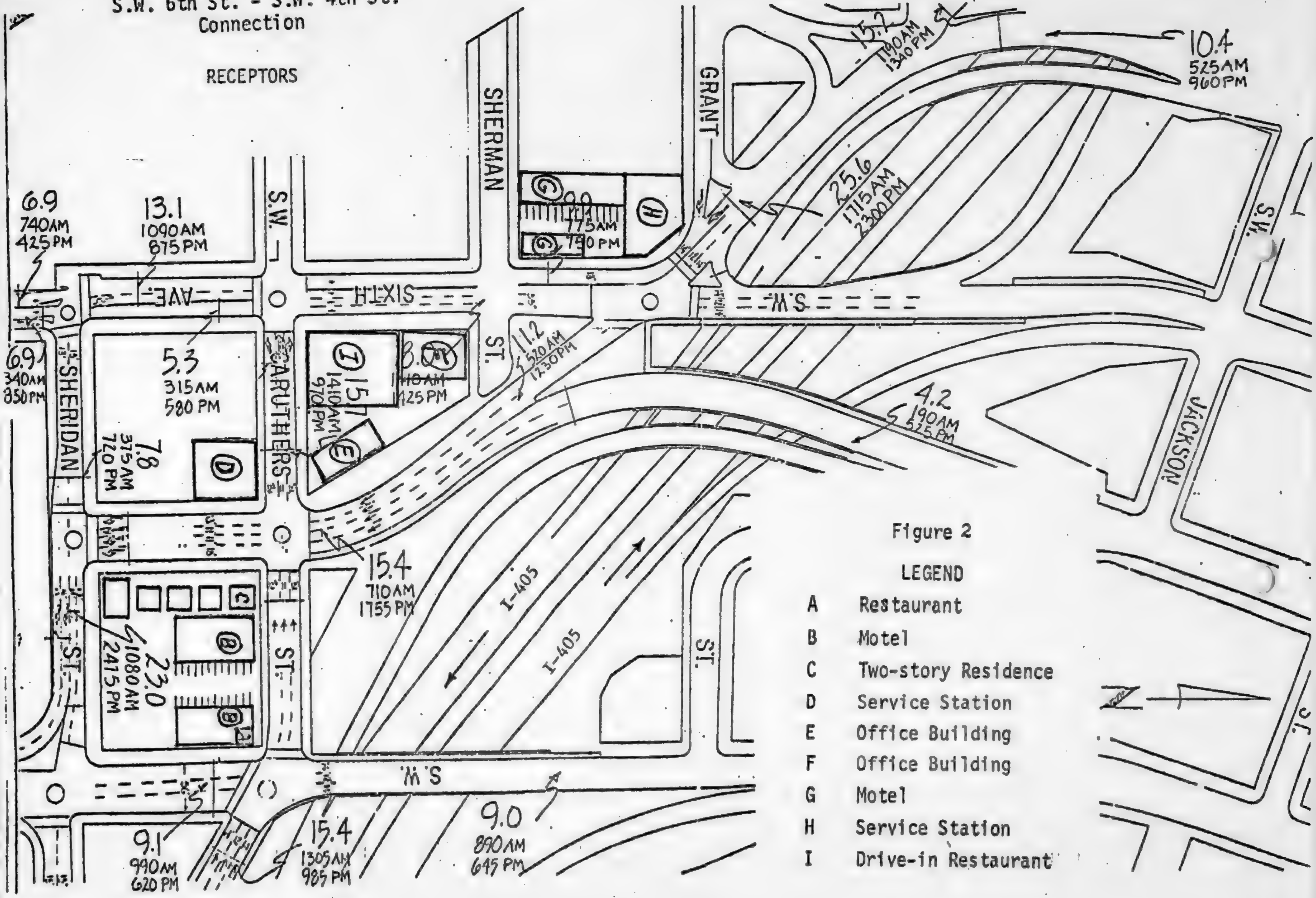
Figure 1

Project Area

PORTLAND
E BURNSIDE
NE COUCH
SE ANKENY
SE ASH
SE PINE
SE OAK
SE STARK
SE WASHINGTON
SE ALDER
SE MORRISON
SE BELMONT
SE YAMHILL
SE TAYLOR
SE SALMON
SE MAIN
SE MADISON
SE HAWTHORNE
SE CLAY
SE MARKET
SE MILL
SE STEPHENS
SE HARRISON
SE LINCOLN
SE GRANT
SE SHERMAN
CARUTHERS
SE DIVISION
SE IVON
SE CLINTON
SE GIDEON
SE WOODWARD
SE POWELL BLVD
SE FRANKLIN
SE HOLLY
SE LADD
SE ELLIOTT
HICKORY
SE 2ND
SE 3RD
SE UNION
SE GRAND
SE 6TH
SE 7TH
SE 10TH
SE 11TH
SE 12TH
SE 13TH
SE 14TH
SE 15TH
SE 16TH
SE 17TH
SE MCLOUGHLIN
I-5
MORRISON BRIDGE
HAWTHORNE BRIDGE
ROSS ISLAND BRIDGE
SW ANKENY
SW ASH
SW PINE
SW OAK
SW STARK
SW WASHINGTON
SW ALDER
SW MORRISON
SW YAMHILL
SW TAYLOR
SW SALMON
SW MAIN
SW MADISON
SW JEFFERSON
SW COLUMBIA
SW CLAY
SW MARKET
SW MILL
SW MONTGOMERY
SW HARRISON
SW HALL
SW COLLEGE
SW JACKSON
SW BROADWAY
SW PARK
SW FRONT
SW LINCOLN
SW GRANT
SW SHERMAN
SW CARUTHERS
SW SHERIDAN
SW ARTHUR
SW MEADE
SW HOOKER
SW 6TH
SW TERWILLIGER
RD
SW BARBUR BLVD
SW CAMPUS DR.
SW GIBBS
SW WHITAKER
SW CURRY
SW PENNOYER
SW GAINES
SW LANE
SW ABERNETHY
SW THOMAS
SW LOWELL
SW VETERANS ROAD
SW GAINES
SW 11TH
SW FAIRMONT
SW MARQUAM HILL RD.
SW COUNCIL CREST DR
PORTER WOODS
SW CEDAR
SW VISTA
SW MAIN
SW KINGS
SW YAMHILL
SW 22ND
SW 21ST
SW 20TH
SW 19TH
SW 18TH
SW 16TH
SW 15TH
SW 14TH
SW 12TH
SW 13TH
SW SALMON
SW CLIFTON
SW MYRTLE
SW LAUREL
SW ELM
SW SPRING
SW ELIZABETH
SW 21ST
SW VISTA
SW 19TH
SW 16TH
RIVERVIEW
SW
CANYON RD.
SW COUCH
SW DAVIS
405

S.W. 6th St. - S.W. 4th St.
Connection

RECEPTORS


SHERMAN
GRANT
S.W.
SIXTH
AVE
CARUTHERS
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ST.
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I-405
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985PM
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970PM
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520AM
1230PM
9.9
775AM
790PM
25.6
1715AM
2300PM
15.2
1190AM
1340PM
10.4
525AM
960PM
4.2
190AM
525PM

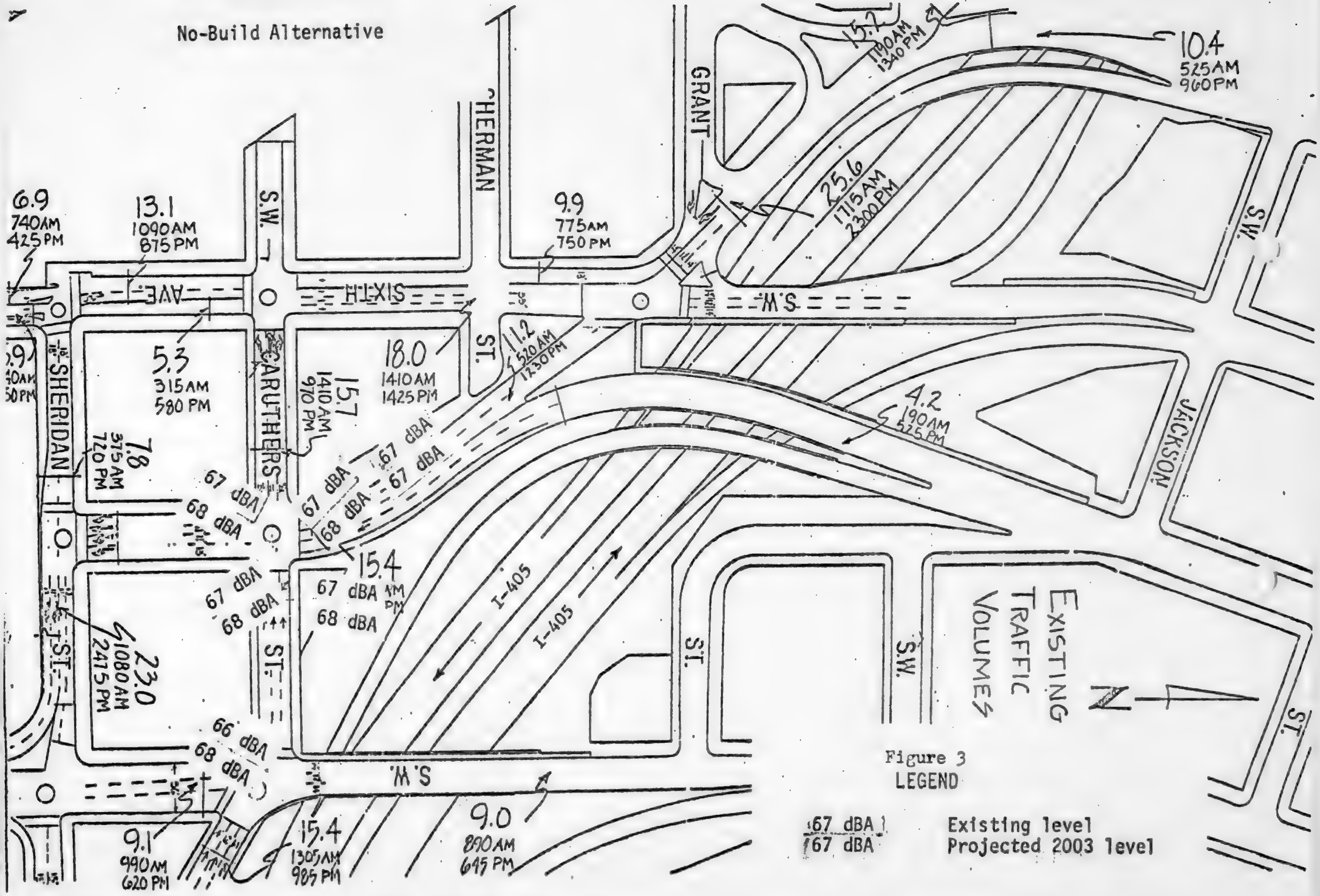
Figure 2

LEGEND

A	Restaurant
B	Motel
C	Two-story Residence
D	Service Station
E	Office Building
F	Office Building
G	Motel
H	Service Station
I	Drive-in Restaurant

S.W. 6th St. - S.W. 4th St.
Connection

No-Build Alternative


EXISTING
TRAFFIC
VOLUMES
N
S.W. SIXTH AVE
S.W. CARUTHERS ST.
SHERIDAN ST.
GRANT
HERMAN ST.
S.W. JACKSON ST.
S.W. ST.
I-405
I-405
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425PM
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67 dBA
68 dBA
67 dBA
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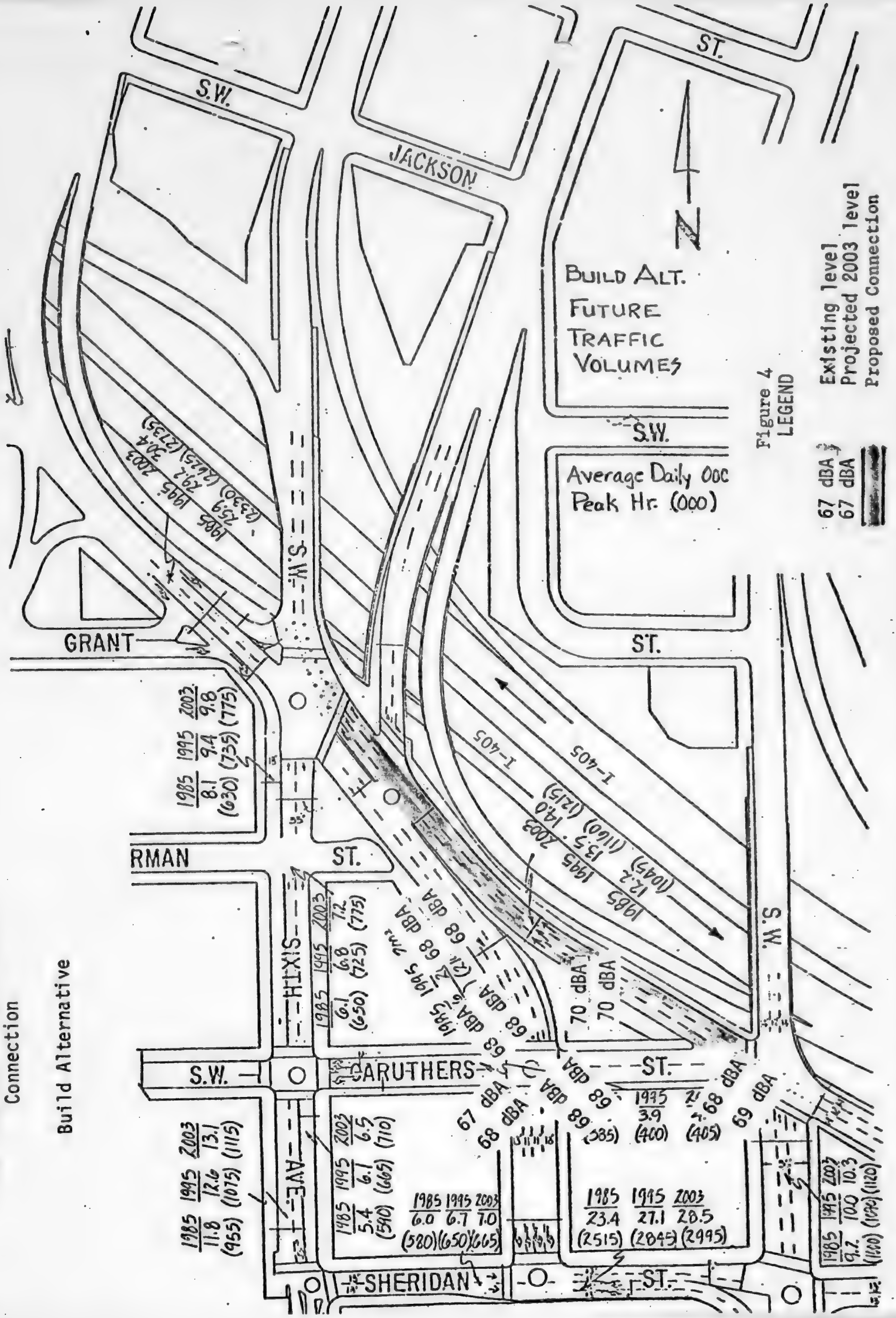
68 dBA
67 dBA
67 dBA
67 dBA
67 dBA
68 dBA
66 dBA
68 dBA

Figure 3
LEGEND

67 dBA	Existing level
67 dBA	Projected 2003 level

S.W. 6th St. - S.W. 4th St. Connection

Build Alternative


S.W.
JACKSON
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FUTURE
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GRANT
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I-405
I-405
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25.9 29.2 30.4
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1985 1995 2003
12.2 13.5 14.0
(1045) (1160) (1215)
1985 1995 2003
8.1 9.4 9.8
(630) (735) (775)
RMAN
ST.
SIXTH
1985 1995 2003
6.1 6.8 7.2
(650) (725) (775)
68 dBA
68 dBA
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68 dBA
70 dBA
70 dBA
S.W.
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CARUTHERS
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(405)
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68 dBA
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69 dBA
AVE
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11.8 12.6 13.1
(955) (1075) (1115)
1985 1995 2003
5.4 6.1 6.5
(510) (665) (710)
1985 1995 2003
6.0 6.7 7.0
(580) (650) (665)
1985 1995 2003
23.4 27.1 28.5
(2515) (2845) (2995)
1985 1995 2003
9.7 10.0 10.3
(1100) (1090) (1120)
SHERIDAN
ST.

Figure 4
LEGEND

67 dBA	Existing level
67 dBA	Projected 2003 level
▬	Proposed Connection

APPENDIX B

TABLES

TABLE 1

NOISE ABATEMENT CRITERIA

Hourly A-Weighted Sound Level - decibels (dBA)

Activity Category	Leq Noise Levels	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	Undeveloped lands.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, Federal-Aid Highway Program Manual, Vol. 7, Ch. 7, Sec. 3, Table 1.

TABLE 2

CONSTRUCTION EQUIPMENT NOISE RANGES

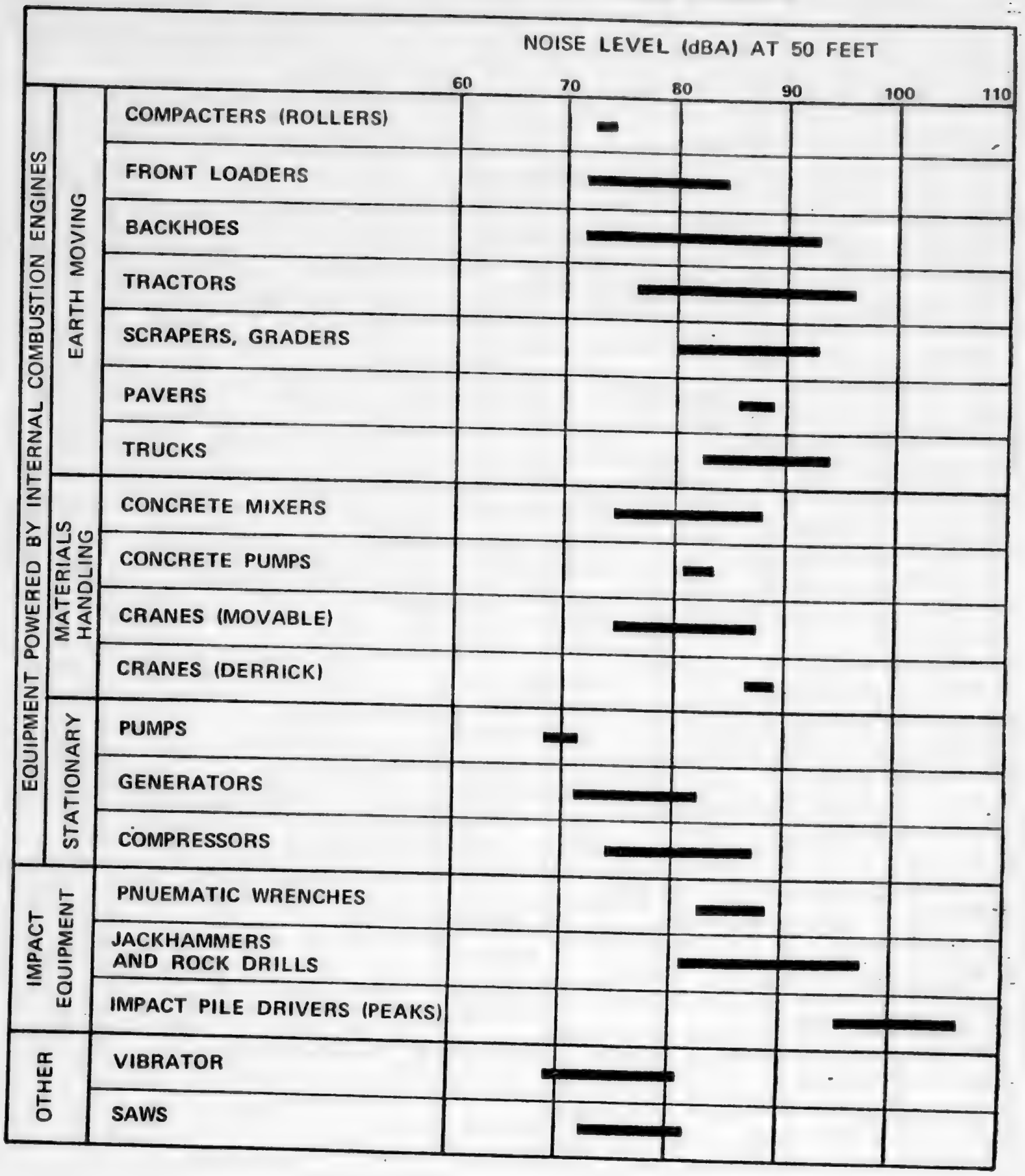


TABLE 3

TRAFFIC DATA AND PREDICTED NOISE LEVELS

S.W. 6th St. - S.W. 4th St. Connection
Portland City Street (FAU 9345)
(New Roadway)
Multnomah County

Peak Truck Hour

Year	Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Leq @ 50 feet (from Road ℄)
		(vehicles per hour)			
5th: Grant - Sheridan					
1983 (Existing)	1030	60	10	22	63 dBA
2003 (No-Build)	1325	80	15	20	63 dBA
2003 (Build)	1445	85	15	24	65 dBA
4th: Sheridan - Caruthers					
1983 (Existing)	610	25	5	23	60 dBA
2003 (No-Build)	690	30	5	23	61 dBA
2003 (Build)	690	30	5	23	61 dBA
Caruthers: 4th-6th					
1983 (Existing)	1015	65	15	17	61 dBA
2003 (No-Build)	1165	80	20	16	62 dBA
2003 (Build)	205	10	5	24	58 dBA
Connection: 4th - 6th					
1983 (Existing)	--	--	--	--	--
2003 (No-Build)	--	--	--	--	--
2003 (Build)	960	70	15	26	65 dBA

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9345(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA, Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20114

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Copies to
Gifford
Llewellyn
Daut
E. Meachem
J. Rose
G. Zehner

7. DATE AUTHORIZATION EFFECTIVE 6/29/82

8. FEDERAL ROUTE NUMBER FAU 9345

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

S. W. 6th Avenue - S. W. 4th Avenue (Portland) Connector Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including archeological salvage and utility preparatory work TEC $58,824 - Federal funds $50,000

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Eriksen [✓ Watson]
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

13. REMARKS

As requested by Mr. Swan's PEA dated 6/28/82.

RECEIVED
JUL 6 1982
ROAD DESIGN SECTION

1 Versteeg
4 Anderson
2 Adams
Olsen
Sullivan
Tarpin
5 Tro[illegible]
3 [illegible]

Do Not File
Return To
Bring
Action

14. DATE 6/29/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

September 24, 1982

City of Portland
City Hall
1220 S.W. Fifth Avenue
Portland, OR 97204

AGR 4-1

Attention: **George Yerkovich**
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 2717

Gentlemen:

Attached for your information are two fully executed copies of a Preliminary Engineering and Construction-Finance Agreement for construction of the S.W. 6th Avenue-S.W. 4th Avenue Connector.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

Attachment

bc: Don Harwell

9861 7-21-82 Portland

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX ~~926-1938~~ 726-1938

1 - IDENTIFICATION

PROJECT NAME: S. W. 6th - S. W. 4th Connection

~~HIGHWAY NAME~~: City Street (FAU 9345)

HIGHWAY NUMBER: N/A

REGION Metro	ADMINISTRATIVE DISTRICT 2B	COUNTY Multnomah	CITY Portland

LENGTH: 0.11 MILEPOST NUMBER TO ☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of Portland

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER FAIX (Mt. Hood Transfer)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Construct a frontage road along the south side of the Stadium Freeway (I-405) to provide a new westbound connection between S.W. 6th Avenue and S.W. 4th Avenue. Signal replacements will be required at S.W. 4th at Caruthers and S.W. 6th at Grant. A new signal will be required at S.W. 5th and Sherman.

1 Versteeg ✓
Anderson
2 Adam
3
Sullivan
Temple
4

RECEIVED
OCT 6 1982
ROAD DESIGN SECTION

Do Not File
Return To
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1981 - 14,250 *

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 25

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☒ HEAVY

* ADT for vehicles turning north from Caruthers to S.W. 6th Avenue

APPROVED
Frank E. Pepin
Location Engineer
Date 7/21/82

REFERRED TO
Board Stoudenmeyer
Cole Mann
Erikson 1 Watson W
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXIS..G NUMBER AND WIDTH	.OPOSED NUMBER AND WIDTH
TRAVEL LANES	None	Two 14-foot lanes
SHOULDERS	"	— —
MEDIANS	"	— —
PARKING LANES	"	— —
SIDEWALKS	"	6-foot north side
BIKEWAYS	"	Share Roadway
INTERCHANGES	"	— —
OTHER:		

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☒	☐	☐
Traffic Signals	☒	☐	☐
Signing	☒	☐	☐
Illumination	☒	☐	☐
Structures	☐	☑	☐
Stage Construction	☐	☑	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☒	☐	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

		NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☑	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☑	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☐	☒	☐

Type ______

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT–OF–WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☒	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	6.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ______ (Region) ______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

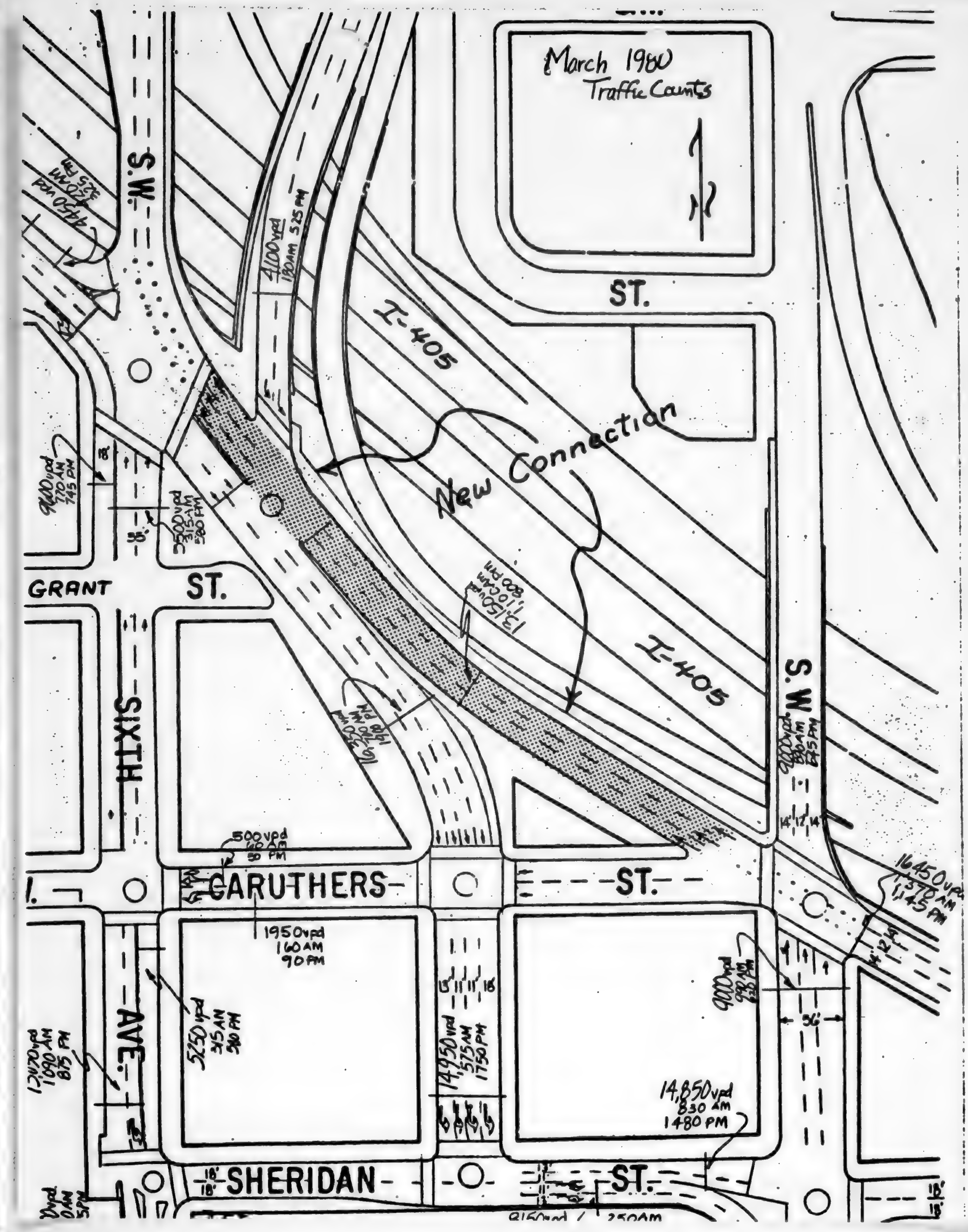
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	58,824	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	495,240	
OTHER ______________________________		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	554,064	

SUBMITTED BY ______________________________



March 1980
Traffic Counts

New Connection

S.W.
GRANT
ST.
SIXTH
AVE.
CARUTHERS
ST.
SHERIDAN
ST.
S.W.
ST.
I-405
I-405
14450 vpd
1120 AM
325 PM
4100 vpd
180 AM 525 PM
9600 vpd
770 AM
745 PM
18'
3500 vpd
315 AM
580 PM
35'
13,150 vpd
1,110 AM
800 PM
16,730 vpd
780 AM
1910 PM
9600 vpd
880 AM
625 PM
14' 12' 14'
16450 vpd
1,370 AM
1,145 PM
14' 12' 14'
9000 vpd
990 AM
635 PM
56'
500 vpd
60 AM
30 PM
1950 vpd
160 AM
90 PM
5250 vpd
395 AM
510 PM
13 11 11 16
14,950 vpd
575 AM
1750 PM
12,470 vpd
1090 AM
875 PM
14,850 vpd
830 AM
1480 PM
18'
18'
18'
18'
8150 vpd
250 AM

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9345(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA, Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20114

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
6/29/82	FAU 9345	City Street

10. GENERAL LOCATION:
S. W. 6th Avenue - S. W. 4th Avenue (Portland) Connector Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ xx PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including archeological salvage and utility preparatory work TEC $58,824 - Federal funds $50,000
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 6/28/82.

RECEIVED
STATE HWY ENGR
JUL 7 '82
REFER TO Moehring
FOR
Info Inves R/D D & Actn Act File

Orig to

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/29/82	Walsch	for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

DATE: June 25, 1982

CON 21-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Fred D. Miller
Director
s/ Larry Rulien

SUBJECT: Interstate Transfer Funded Projects
Portland Urbaninzed Area

Under authority granted to the Director of the Oregon Department of Transportation on January 15, 1982, by Governor Victor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that the following project is a regional priority and has been selected in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

SW 6th Avenue-SW 4th Avenue Connector Section
(South Portland Circulation Study in MSD TIP)
Multnomah County

I have directed the Program Management Section of the Highway Division to process this project with your office to obligate the Federal Interstate Transfer Funds as they are authorized by the Metropolitan Service District.

cc Metropolitan Service District

bc H. S. Coulter
D. H. Moehring
Ed Hardt

JLG:bkc fn

Form E-39 (Rev. 9-71)

AAC ~~[illegible]~~

OREGON STATE HIGHWAY DIVISI

AUTHORITY FOR SURVEY

Section S.W. 6th Ave. – S.W. 4th Ave. Connection

Highway City Street (FAU 9345)

County Multnomah

Date June 8, 1982

Authorization No. 1

Survey Prefix 326-1938 (Assigned by Salem office)

Description of termini, route, length, etc.:

The location is the south side of I-405, S.W. 6th to S.W. 4th Avenue. The length is 0.11 mile.

Proposed: Build a new frontage road on the south side of I-405 to connect SW 6th and SW 4th. Provide a 28-foot wide, 2-lane curbed roadway with a 6-foot sidewalk on the north side. Replace existing signals at SW 6th at Grant and SW 4th at Caruthers. A new signal will be required at SW 5th at Sherman.

Purpose of Survey: City to perform preliminary engineering, ODOT to monitor.

1X-9345(1)
29 JUN 82

Estimate of cost: $495,240 (construction)
Funding: FAIX (Mt. Hood Transfer)
Class II Categorical Exclusion

Field Survey	(901)	1,000
Citizen Participation	(902)	
City or County	(903)	47,424
Consultant	(904)	
Final Design	(905)	1,500
Bridge Design	(906)	3,000
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	
Traffic	(911)	1,500
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	200
Final Audit	(915)	
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Office Engineer	(920)	200
Specifications	(921)	2,000
Administrative Services	(922)	200
Environmental	(923)	1,000
Foundation Exploration	(926)	
Seminars	(950)	
Personal Leave	(960)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committee	(986)	
Region Traffic	(936)	600
Region Environmental	(938	200

[illegible] South Portland [illegible]

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making surveys until approved and returned.

Submit separate order for each survey.

RECEIVED
JUN 28 1982
LOCATION SECTION

Total estimated cost of survey . . . . . . $ 58,824

Previous authorization . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:
C.H. DUVAL, Location Manager

Recommended for Approval:
J.D. MCCLURE, Project Development Manager

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

MH

7861

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE
June 8, 1982

PREFIX

1 - IDENTIFICATION

PROJECT NAME
S. W. 6th - S. W. 4th Connection

HIGHWAY NAME
City Street (FAU 9345)

HIGHWAY NUMBER
N/A

REGION
Metro

ADMINISTRATIVE DISTRICT
2B

COUNTY
Multnomah

CITY
Portland

LENGTH
0.11

MILEPOST NUMBER
TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT?
☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT
City of Portland

TYPE OF FUNDS
☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER FAIX (Mt. Hood Transfer)

METHOD OF CONSTRUCTION
☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK
☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Construct a frontage road along the south side of the Stadium Freeway (I-405) to provide a new westbound connection between S.W. 6th Avenue and S.W. 4th Avenue. Signal replacements will be required at S.W. 4th at Caruthers and S.W. 6th at Grant. A new signal will be required at S.W. 5th and Sherman.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1981 - 14,250 *

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)
25

DESIGN STANDARDS
AASHTO

TRAFFIC ANALYSIS
☐ LIGHT ☐ MEDIUM ☒ HEAVY

* ADT for vehicles turning north from Caruthers to S.W. 6th Avenue

3 - FEATURES	EXISTI NUMBER AND WIDTH	F POSED NUMBER AND WIDTH
TRAVEL LANES	None	Two 14-foot lanes
SHOULDERS	"	
MEDIANS	"	
PARKING LANES	"	
SIDEWALKS	"	6-foot north side
BIKEWAYS	"	
INTERCHANGES	"	
OTHER:		

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☒	☐	☐
Traffic Signals	☒	☐	☐
Signing	☒	☐	☐
Illumination	☒	☐	☐
Structures	☒	☐	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ______	☐	☒	☐
Stream ______	☐	☒	☐
Storm Sewer	☒	☐	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☒	☐	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐

Type ________________________________

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☐	☒	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT–OF–WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☒	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	6.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	58,824	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	495,240	
OTHER ______________________________		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	554,064	

SUBMITTED BY ____

Form E-39 (Rev. 9-71)

7861

Planning File No. 10092

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section S.W. 6th Ave. - S.W. 4th Ave. Connection

Date June 8, 1982

Highway City Street (FAU 9345)

Authorization No. 1

County Multnomah

Survey Prefix

(Assigned by Salem office)

Description of termini, route, length, etc.:

The location is the south side of I-405, S.W. 6th to S.W. 4th Avenue. The length is 0.11 mile.

Proposed: Build a new frontage road on the south side of I-405 to connect SW 6th and SW 4th. Provide a 28-foot wide, 2-lane curbed roadway with a 6-foot sidewalk on the north side. Replace existing signals at SW 6th at Grant and SW 4th at Caruthers. A new signal will be required at SW 5th at Sherman.

Purpose of Survey: City to perform preliminary engineering, ODOT to monitor.

Estimate of cost: $495,240 (construction)
Funding: FAIX (Mt. Hood Transfer)
Class II Categorical Exclusion

Field Survey	(901)	1,000
Citizen Participation	(902)	
City or County	(903)	47,424
Consultant	(904)	
Final Design	(905)	1,500
Bridge Design	(906)	3,000
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	
Traffic	(911)	1,500
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	200
Final Audit	(915)	
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Office Engineer	(920)	200
Specifications	(921)	2,000
Administrative Services	(922)	200
Environmental	(923)	1,000
Foundation Exploration	(926)	
Seminars	(950)	
Personal Leave	(960)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committee	(986)	
Region Traffic	(936)	600
Region Environmental	(938	200

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 58,824
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

C.H. DUVAL, Location Manager

Recommended for Approval:

J.D. MCCLURE, Project Development Manager

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP 23604-734

[illegible]

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: June 8, 1982

File No: 10092

TO: D. H. MOEHRING Att: D. E. Swan
Program Management Engineer

FROM: T. A. SPENCE T. A. Spence
Plan and Program Manager

SUBJECT: S. W. 6th Ave. - S. W. 4th Avenue Connection
City Street (FAU 9345)
City of Portland
Multnomah County

Here is a programming packet for a new street connection between S.W. 6th and S.W. 4th Avenue on the south side of the Stadium Freeway (I-405). Included in this packet are a Project Request, Authority for Survey, Location Prospectus, Project Classification, Agreement Information Sheet, and an analysis by our Metro Traffic Unit.

This is an Interstate Transfer project sponsored by the City of Portland. It is listed on page 41 of the October 1981 MSD TIP as the "South Portland Circulation Study". The City of Portland has renamed this project to be more specific. It is listed on page 71 of the Six Year Highway Improvement Program under its previous name, South Portland Circulation Improvements.

The Metro Environmental Unit has classified this as a Class II, Categorical Exclusion. There is no waterway involvement.

Please request FHWA approval for this project and obligation of $58,824 TEC at this time for preliminary engineering.

po

Attachments

cc: Frank Terpin
Metro Project Development Unit
Jon Rose
Robin Brooks

cc. Terpin
Gifford

C&A # 7717
Agreement draft to typist 6-29-82.

6 yr. Prog.
1-19-82 APP
Mt. Hood
15% City Match
G

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
JUN 15 1982
REFERRED TO________
FOR________
FILE: PM FA LG.

FEDERAL AID PROJECT REQUEST

Date 2-9-82

Applicant Agency City of Portland

Request for: Off-System_____, FAS-C_____, ~~FAUS~~ FAIX Project e(4)

Federal Aid Route No.________ Route Name SW 4th-6th Connection

Project Name SW 4th Avenue to SW 6th Avenue Connection.

Project Length 0.11 miles Project Location (Attach sketch map)

Project Description Construct a frontage road along the south side of I-405 to provide a direct westbound connection from Barbur Blvd. and the Caruthers Street exit from the Ross Island Bridge at 4th Avenue to 6th Avenue.

Average Daily Traffic C14,250 ~~12,000~~ vpd* (1981) Design Speed 25 mph

* Count: traffic turning North from Caruthers to 6th Avenue.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch) NA

Width________ Travel Lanes________ Shoulders________

Medians________ Parking________

Sidewalks________

Remarks________

2. Desired Roadway Cross Section: (Attach sketch)

Width 28 feet Travel Lanes 2. Shoulders No

Medians No Parking No

Curbed Yes Length Curb Radii To be determined

Sidewalk/Bikeway 6 foot combination curb and sidewalk on north side.

Remarks________

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width See remarks Minimum________ Maximum________

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes________ No X

3. Will additional right-of-way be needed? Yes X No________
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No________
Remarks This project is to be constructed within existing I-405 R-O-W and R-O-W for the 6th Avenue-5th Avenue eastbound connection.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

3 phase 2 cycle signals with pedestrian heads at 4th and Caruthers and 6th and Grant.

2. **Proposed Signalization:**

Location New 3 phase 2 cycle fully actuated signals with pedestrian heads at 4th and Caruthers, 5th and Sherman and 6th and Grant.
Type
Phases
Type of Suspension Mast Arm
Interconnected Yes with computer connections
Remarks Pedestrian actuated walk signals

3. **Permanent Signing:**

Include in project or by applicant? Include in project

4. **Permanent Striping:**

Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

High pressure sodium vapor on utility-owned poles at standard arterial spacing.

2. **Proposed Illumination:**

Location Same
Type
Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location I-405 crossings for SW 5th and for SW 6th Avenues
Type Reinforced concrete
Approach Roadway Width Shoulder Width
Length 5th Ave-280'/6th Ave.-270' Width 5th Ave-50 ft/6th Ave-48 ft
To remain in place? Yes - Roadway section on 5th Avenue section will be altered to change angle of approach to existing 6th-5th eastbound connection.

2. **Proposed Structure:**

Location
Approximate Size: Length Width

Are sidewalk/bikeways desired: __________

Are any utilities to be attached to structure? __________

Are provisions for illumination desired? __________

Are there any unusual or complicating conditions? __________

Remarks __________

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

   Name of Railroad __________
   Existing Crossing Protection __________

2. Will existing railroad crossing be altered? __________

   Remarks __________

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	L. David Hill, Engineer IV Office
2.	Environmental	621 SW Alder Street, Room 610 Office
3.	Public Hearing	Portland, Oregon 97205 Office

Remarks __________

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State ______ Consultant ______

2. Project construction engineering to be performed by:

Applicant X State ________ Consultant ________

3. Will applicant perform any work prior to or after award of contract?

Yes X No ________

If "yes," describe briefly: Design, construction survey and engineering.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 495,240
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other	
Preliminary engineering	58,824
PROJECT TOTAL	$ 554,064

Remarks ________

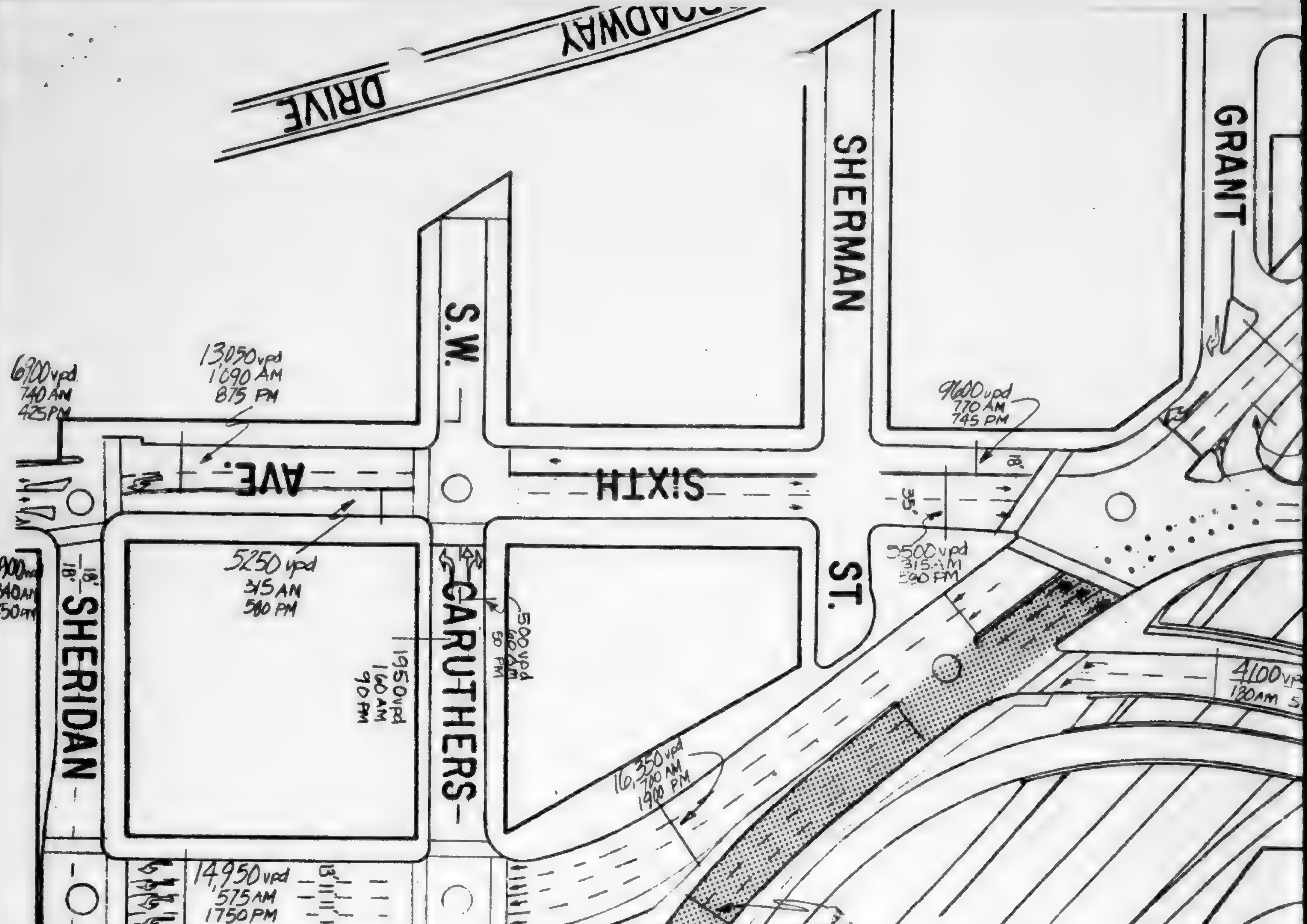
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

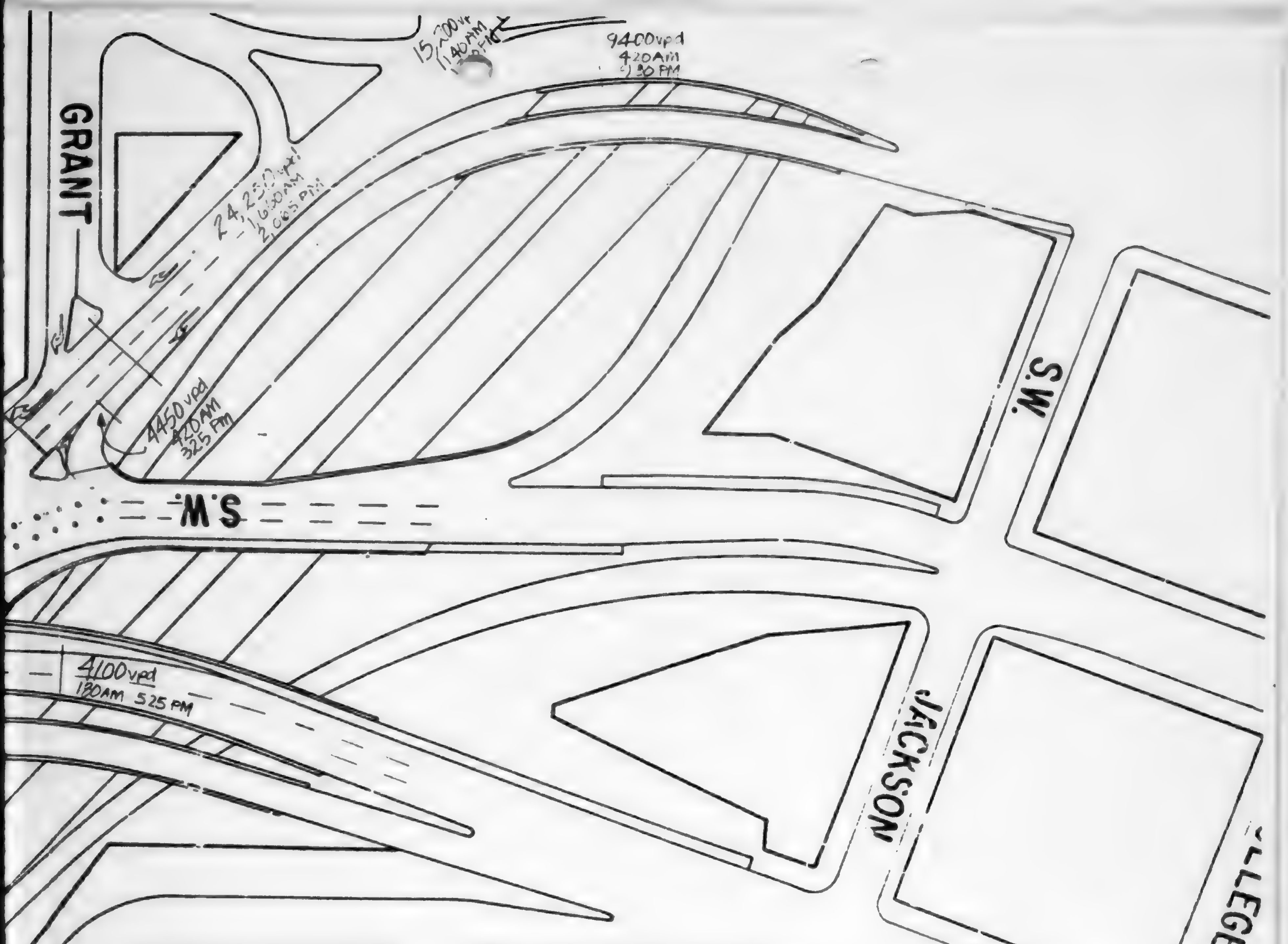
CITY OF Portland, Oregon and/or ________ COUNTY

By Richard O. Schmidt By ________
Richard O. Schmidt, State Highway Coordinator

By ________ By ________

By ________


BROADWAY
DRIVE
S.W.
SHERMAN
GRANT
SIXTH
AVE.
ST.
SHERIDAN
ST.
CARUTHERS
ST.
ST.
S.W.
6900 vpd
740 AM
425 PM
13,050 vpd
1090 AM
875 PM
9600 vpd
770 AM
745 PM
18'
35'
5250 vpd
315 AM
580 PM
6900 vpd
340 AM
850 PM
18'
18'
14
500 vpd
60 AM
50 PM
1950 vpd
160 AM
90 PM
5500 vpd
315 AM
590 PM
4100 vpd
180 AM
16,350 vpd
700 AM
1900 PM
14,950 vpd
575 AM
1750 PM
13'
16'
13,150 vpd
1,100 AM
800 PM
8150 vpd
250 AM
940
14,850 vpd
830 AM
1480 PM
9000 vpd
990 AM
620 PM
36'
14'
12'
14'
9000 vpd
890 AM
675 PM
14'
12'
14'
16450 vpd
1370 AM
1,145 PM
18'
18'


GRANT
S.W.
S.W.
JACKSON
S.W.
ST.
ST.
LLEGE
ALT.
N
SCALE 1" = 100'
March 1980
Traffic Counts
15,200 vpd
1,140 AM
9400 vpd
420 AM
30 PM
24,250 vpd
1,650 AM
2,065 PM
4450 vpd
420 AM
325 PM
4100 vpd
130 AM 525 PM

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND 6-29-82 REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. U	ROUTE NO. STATE
Street, in SW Portland. "SW 6th Ave.-SW 4th Ave. (Portland) Connector Sec."	580	20114	IX-9345(1)	9345	Street

Access Control None Parking Restrictions Complete System Revision None

Airports (within 2 Mi.) None ROW NA

Water Development None Recreation & Historical Areas None

Multnomah (051)

*FHPM 4-1-4 paragraph 5e.

A-95 Review:

State Cl. Ho. .... Exempt X* Date Approved ____

Dist. 2 Cl. Ho. ..... Exempt ___ ~~Date~~ Approved in MSD TIP No Reply ___

Project Environmental Actions ~~Assessment~~: FHWA Concurrence Dated 5/17/82

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 1.

(2) Included in MSD FY '82 AE/TIP on page 41, No. 49.

(3) TOPICS type project.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 58,824.00
85%	FF	$ 50,000.00
	STATE	$ ---
15%	City	$ 8,824.00

For PR-37:

Field Phase	$
PS&E Phase	$

REMARKS:
1) Attached is a copy of "Authority for Survey" & Project Maps.
2) Concept approved in June 25, 1982 letter to you from Director of ODOT.

JLG:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
6-28-82	D.E. SWAN, P.E.	PROGRAM CONTROL ENGINEER

6

XC: GARY ZEHNER

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: June 8, 1982
PREFIX:

1 - IDENTIFICATION

PROJECT NAME: S. W. 6th - S. W. 4th Connection

HIGHWAY NAME: City Street (FAU 9345)
HIGHWAY NUMBER: N/A

REGION Metro	ADMINISTRATIVE DISTRICT 2B	COUNTY Multnomah	CITY Portland

LENGTH: 0.11
MILEPOST NUMBER: TO
☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO
IF YES, UNIT OF GOVERNMENT: City of Portland

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER FAIX (Mt. Hood Transfer)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Construct a frontage road along the south side of the Stadium Freeway (I-405) to provide a new westbound connection between S.W. 6th Avenue and S.W. 4th Avenue. Signal replacements will be required at S.W. 4th at Caruthers and S.W. 6th at Grant. A new signal will be required at S.W. 5th and Sherman.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1981 - 14,250 *
PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 25
DESIGN STANDARDS: AASHTO
TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☒ HEAVY

* ADT for vehicles turning north from Caruthers to S.W. 6th Avenue

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	None	Two 14-foot lanes
SHOULDERS	"	
MEDIANS	"	
PARKING LANES	"	
SIDEWALKS	"	6-foot north side
BIKEWAYS	"	
INTERCHANGES	"	
OTHER:		

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☒	☐	☐
Traffic Signals	☒	☐	☐
Signing	☒	☐	☐
Illumination	☒	☐	☐
Structures	☒	☐	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River__________	☐	☒	☐
Stream__________	☐	☒	☐
Storm Sewer	☒	☐	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYB
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☐	☒	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☐	☒	☐

Type ______________________

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT–OF–WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☒	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	(　　)	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	(　　)	N/A
CORRIDOR APPROVAL	(　　)	N/A
FIELD SURVEY	(　　)	6.0
PRELIMINARY DESIGN	(　　)	N/A
DESIGN APPROVAL/FINAL EIS	(　　)	N/A
RIGHT-OF-WAY DESCRIPTIONS	(　　)	N/A
RIGHT-OF-WAY ACQUISITION	(　　)	N/A
P.S. & E. DOCUMENTS	(　　)	

RECOMMENDED CONSTRUCTION DATE	______ (Region)	______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	58,824	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	495,240	
OTHER ______________		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	554,064	

SUBMITTED BY ______________________________

7861

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: S. W. 6th - S. W. 4th Connection

HIGHWAY NAME: City Street (FAU 9345)

HIGHWAY NUMBER: N/A

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
Metro	2B	Multnomah	Portland

LENGTH: 0.11

MILEPOST NUMBER TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of Portland

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER FAIX (Mt. Hood Transfer)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Construct a frontage road along the south side of the Stadium Freeway (I-405) to provide a new westbound connection between S.W. 6th Avenue and S.W. 4th Avenue. Signal replacements will be required at S.W. 4th at Caruthers and S.W. 6th at Grant. A new signal will be required at S.W. 5th and Sherman.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1981 - 14,250 *

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
25	AASHTO	☐ LIGHT ☐ MEDIUM ☒ HEAVY

* ADT for vehicles turning north from Caruthers to S.W. 6th Avenue

APPROVED

Frank E. Pepin

Location Engineer

Date 7/21/82

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTIN NUMBER AND WIDTH	PR OSED NUMBER AND WIDTH
TRAVEL LANES	None	Two 14-foot lanes
SHOULDERS	"	— —
MEDIANS	"	— —
PARKING LANES	"	— —
SIDEWALKS	"	6-foot north side
BIKEWAYS	"	Share Roadway
INTERCHANGES	"	— —
OTHER:		

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☒	☐	☐
Traffic Signals	☒	☐	☐
Signing	☒	☐	☐
Illumination	☒	☐	☐
Structures	☐	☑	☐
Stage Construction	☐	☑	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☒	☐	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☒	☐	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐

Type ______

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☑	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☑	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☒	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	6.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	______ (Region)	______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

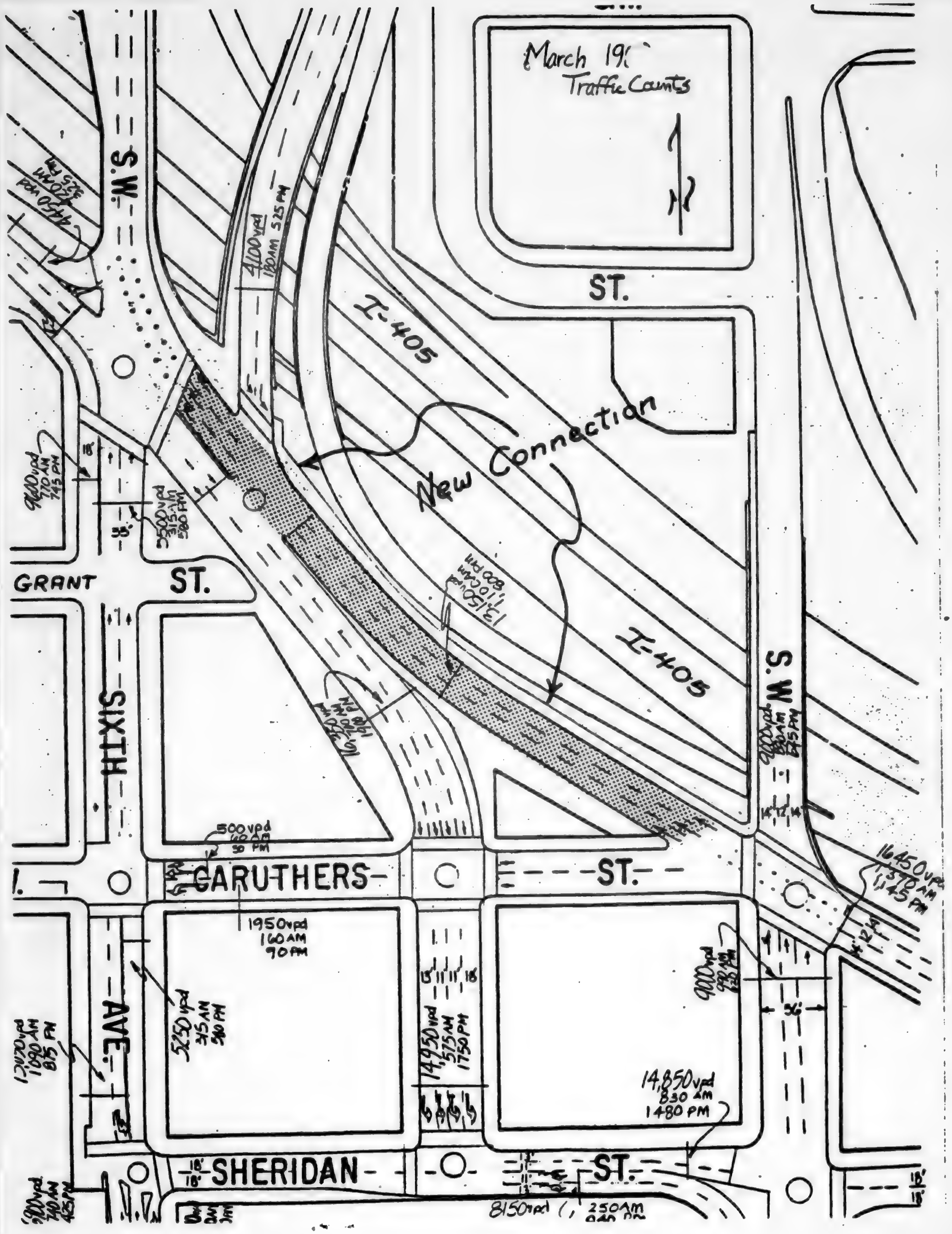
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	58,824	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	495,240	
OTHER ______________________		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	554,064	

SUBMITTED BY ______________________________


March 19
Traffic Counts
I-405
I-405
New Connection
S.W.
S.W.
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8150 vpd
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9261

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

October 19, 1983

Don Fantz, ODOT Metro Region
9002 SE McLoughlin Blvd.
Milwaukie, OR 97222

RE: SW 4th Ave. to 6th Ave. Connector

Enclosed is the "Exhibit A" for the proposed maintenance agreement between the State and the City of Portland. I have sent copies to our Maintenance Bureau and Park Bureau, and also to Bill Chisholm at the Baldock Maintenance Section.

The maintenance jurisdiction will follow the "Line 'A'" on the exhibit. This line generally would follow the access control fences and the expansion joints at the overpasses. The state would maintain the overpasses, expansion joints (to where the pavement of the approaching streets begins), retaining walls, fences, landscaping and irrigation systems Northeast of this line. The City would maintain all street, sidewalk, landscaping and irrigation systems to the Southwest of this line.

Regarding the property at 6th Ave. and Sherman St., I have checked with our Right-of-Way Acquisition Section regarding the proposed dimensions of the parcel, and they see no problem with it.

If you need any additional information please call me at 796-7561.

Sincerely,

Rich Gitschlag

Rich Gitschlag
Bureau of Street & Structural Engineering

cc: Jim Oehler, Project Manager

~~cc: Jon Rose~~

RG:am

It appears we need an agreement similar to N.W. Thurman: S.W. Columbia Sec. (No. 2503) to allow City to construct and thereafter maintain on State R/W. R.F.

OM MRE OE PPM CE
TOS ME
US OCT 21 1983 PDM
CSA Metro Region TAM
SO PA EM BUD LM

Jim,
You may now respond To Gary Knowlton - The City has concurred in the proposed triangle as excess. I am also asking Jon Rose to start an agreement based on Exhibit "A" for new roadway.
R.F.

956-1

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Mult. Co.

726-1938

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: S.W. 6th Ave. - S.W. 4th Ave. Connector

REGION: Metro Region

FAU 9349

SURVEY AUTHORITY

AUTHORIZATION NO.: 2

PREFIX: 726-1938

DATE: 3/5/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 2,000	$ 2,000	915 AUDITS	$	$	933 SURFACE DESIGN	$ 500	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY	100	100
903 LOCAL GOVERNMENT	98,000	98,000	918 LOCATION	200	200	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	400	400
905 FINAL DESIGN	1,500	1,500	920 PROGRAM MANAGEMENT	200	200	937 HYDRAULICS	100	100
906 BRIDGE DESIGN	3,000	3,000	921 SPECIFICA-TIONS	2,000	2,000	938 REGION ENVIRONMENT	200	200
907 PRELIMINARY DESIGN	100	100	922 ADMIN. SERVICES	200	200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	5,900	5,900	950 TRAINING		
910 REGION GEOLOGIST	200	200	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	1,500	1,500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	200	200	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON	200	200	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	200	200	932 RAILROAD & UTILITIES					
						TOTALS	$	$ 116,700

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

PREVIOUS AUTHORIZATION	$ 58,824
ADD. AUTH. REQUIRED	$ 57,876

LOCATION ENGINEER'S REMARKS

There are several reasons for this project to have cost increases:

1. Traffic signal design is more extensive than originally anticipated.
2. The need for and extent of retaining wall work has been determined.
3. Street work has increased.

Don Coville from the City of Portland has estimated that the 903 function will need to be increased to $80,000 to cover all current and projected expenditures for preliminary engineering.

Bring Up

PREPARED BY Norman S. Davis	DATE 3-19-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 4/3/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 4 3 84
RECOMMENDED, LOCATION ENGINEER X Frank E. Klaper	DATE 4/2/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

726-1938

STATE OF OREGON **INTEROFFICE MEMO**

TO: FRANK TERPIN
Location Engineer

DATE: March 23, 1984

FROM: Curtis H. Duval
CURTIS H. DUVAL
Location Manager

SUBJECT: S.W. 6th Ave.-S.W. 4th Ave. Connector

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAR 3 0 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

The City of Portland has completed their preliminary engineering on the above project. Transmitted for preparation of contract plans are the following:

1. The original mylars of the project plans.
2. One set of prints of the project plans.
3. Engineer's narrative.
4. Underground utility report.
5. Engineer's estimate, bid schedule, and cost summary.
6. Draft special provisions including the engineer's signature sheet to be used as indicated in the attached paragraph.

original to Specifications

Construction of this project will affect some state-owned property along the south side of I-405. It will construct a retaining wall along the southbound 5th Avenue on-ramp to I-405. The project will also modify bridge railing and overlay the deck on the south end of the 5th Avenue overcrossing. Development of this part of the design has been coordinated with our bridge section.

The project will cut through an ODOT landscape area and rebuild the irrigation into separate systems to be maintained by the City and by ODOT. The City has coordinated development of the landscape design with the district maintenance office. An ODOT maintained light pole is affected as explained in the narrative. Justification for City forces doing the permanent striping is also included in the narrative.

An agreement to allow the new city street roadway to cross ODOT right-of-way and change jurisdiction and maintenance responsibility for some areas has been developed and is being processed.

We have noted that on the sharp radius corner for the left turn from Broadway to 6th Avenue, the City plans detail the replacement of a guardrail with a GM rail section located behind the existing curb. The new rail is being installed primarily to have a more durable rail in the area of the sharp radius. It was left behind the existing curb to allow a smooth transition from the old style guardrail and allow construction without disturbing the curb and pavement. The location also allows additional space for truck overhang in the sharp radius area.

To Final Design 3-29-84

Orig. Est.: $495,000✓ Type Funds: FAI-X
Field Est.: $1,046,000✓ Let Date: 23 Aug. 84

RECEIVED
MAR 2 6 1984
LOCATION
SECTION

NOTED
J. GRASSMAN

81-125-1367

Please review these plans and specifications and return proposed revisions for concurrence by the City.

CHD:DEF:po

cc: J. D. McClure
D. E. Fantz
Dick Fleming - with attachments Nos. 3 & 4
Don Coville - City of Portland

Attachment

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

March 5, 1984

OM MRE OE PPM CE
TOS ME
US MAR 5 1984 PDM
CSA Metro Region TAM
SO PA EM BUD LM

Mr. Edward Hardt
Metro Region Engineer
ODOT-Metro
9002 SE McLoughlin Blvd.
Milwaukie, OR 97222

RE: SW 6th Avenue - SW 4th Avenue Connector (Portland)
FAU No. IX-9345(1)
Prefix No. 726-1938

Dear Mr. Hardt:

Transmitted herewith is the preliminary design for the subject project. The following items have been included for your review.

1) Engineer's Narrative
2) Utility Report
3) Certification of Utility Facilities Report
4) Engineer's Estimate, Bid Schedule and Cost Estimate
5) Draft Special Provisions
6) One set of prints of the project plans
7) The original mylars of the project plans

If there are any questions or additional materials needed, please contact Jim Oehler, Project Manager, at 796-7564.

Sincerely,

Don Coville

Don Coville, P.E.
Bureau of Transportation Engineering

Enclosures

3-6-84

Ed,
I am reviewing the attachments with Curt Duval prior to Submittal to Salem. I will also discuss with you and Jon R. your comments on the agreement. The narrative is attached for your information

ENGINEER'S NARRATIVE

SW 6th Avenue - SW 4th Avenue Connector
FAU No. IX-9345(1)

This documentation is intended to serve as a guide to the design of SW 6th Ave.-SW 4th Ave. Connector.

LOCATION

This project is located on the south edge of downtown Portland, directly south of the I-405 Freeway. The project limits are SW Broadway from SW Broadway Drive to SW 4th Avenue, and SW 5th Avenue at SW Caruthers Street. Traffic signal work will be on SW Broadway at SW 6th Avenue and SW 5th Avenue; on SW Caruthers Street at SW 4th Avenue, SW 5th Avenue, and SW 6th Avenue; and on SW Sheridan Street at SW 5th Avenue and SW 4th Avenue.

The area of the proposed new roadway is presently open area landscaped and maintained by the State. The adjacent property is zoned commercial and is occupied by small businesses and residences.

EXISTING CONDITIONS

The traffic congestion problem at the SW 6th/SW 5th/Caruthers/ Broadway area has existed since the opening of I-405 Freeway and Sunset Highway tunnels in the late 1960s. It has become more severe each year with increasing traffic volumes. Traffic volume analysis carried out by this project by Bureau of Traffic Management indicate that a jammed condition could occur at SW 6th and Caruthers if volumes continue to increase through this area.

The traffic congestion in this area has created many localized problems, the most serious involving high accident rates in the area. Fifth and Caruthers has been among the top 5 accident locations in recent years. Drivers become frustrated or confused and often disregard signals or make illegal turning or other dangerous movements. Emergency vehicles are often delayed in route to hospitals when in the area during rush hours. Finally, there is reduced pedestrian safety and general liveability for residents in the area.

A main reason for this traffic congestion is the circuitous routing of the major East-West flows which cross each other at two locations, 6th and Broadway and 5th and Caruthers in addition to turning movements required at 6th and Caruthers. See attached maps of area.

PROPOSAL

This project was developed by the Bureau of Traffic Management as a more practical streamlined version of earlier recommended alternatives outlined in the S. Portland Circulation Study. It is expected 12,000 cars a day will use the new west bound connection from 4th Ave. to 6th Ave., instead of the present route along Caruthers and 6th.

Major features of the project are as follows: Widen SW Broadway from SW Broadway Drive to SW 6th Avenue to provide an exclusive left turn lane at 6th Avenue. Construct a retaining wall 420 ft. along south side of the SW 5th Avenue freeway on-ramp. Raise roadway and reduce to two lanes at south end of the S.W. 5th Avenue/freeway overcrossing structure. Construct 3 new west bound lanes from SW Caruthers at SW 4th Ave. to SW 6th Ave. at SW Broadway. Reconstruct existing 2 east bound lanes, widening to 4 lanes from SW Broadway at SW 6th Ave. to SW 5th Ave. at SW Caruthers. Construct new traffic signals and signs compatable with resulting traffic flows. Revise existing roadway illumination. Construct new landscaping and irrigation for areas presently landscaped within the project limits.

RIGHT OF WAY/EASEMENTS

The project will be constructed within existing public right of way and on state owned land. ODOT's Property Management Section is developing a maintenance agreement that will grant the City of Portland the rights to construct on State Highway right of way and convey all jurisdiction, maintenance and control of the newly constructed roadway area and modified landscape areas to the City.

The City is in the process of obtaining the property owner's permission to construct driveway approaches at the southwest corner of 6th and Broadway. Slope easements will not be required for this project.

ENVIRONMENTAL IMPACT

The project will move traffic closer to the I-405 Freeway and is expected to produce a smoother traffic flow. The net change in environmental impact to the area due to the project is expected to be small and may represent an improvement.

ODOT Environmental Services Branch has prepared a Noise Study Report, dated September 1983. This report shows that traffic noise mitigation would not be practical and is not recommended. The report does recommend construction noise abatement measures, and these measures will be required by the Special Provisions of the contract.

DEQ has reviewed preliminary plans for the project and has determined that an Air Quality Report will not be required for this project.

UTILITY CONFLICTS

All utilities have been notified of the project and any conflicts will be resolved before or during the construction. All utility coordination will be the responsibility of the City of Portland.

PAVEMENT DESIGN

Existing pavement in the project area was built as part of the I-405 Freeway construction in the early 1960s. An additional lift of A.C. pavement was placed, in the late 1970s as part of the City's normal maintenance program. As-built drawings and recent excavation in the roadway indicate that the existing pavement is composed of 4 to 6 inches of A.C. pavement on 18 to 24 inches of crushed rock. The existing pavement has held up well and shows no signs of subgrade failure.

Consideration was given to using existing pavement where possible. The necessary changes in grade and alignment east of 6th Avenue will require a full width street section to be built.

It is expected that the contractor will elect to recycle the existing A.C. pavement and utilize existing base rock for the retaining wall backfill.

The ODOT surface design unit has recommended pavement sections with a C.B.E. of 30.0" for the project, based on past soil tests, a general knowledge of the area, and traffic volume projections by the City's Bureau of Traffic Management. A pavement section of 4 inches of A.C. on 12 inches of C.T.B. has been selected for this project.

ALIGNMENT DESIGN

The following restraints and parameters were considered in the horizontal and vertical alignment design for this project:

- Meet ODOT standards wherever possible.
- Use minimum AASHTO guidelines where substantial restraints are encountered.
- Design speed is 25 mph.
- No private property acquisition for Right of Way.
- No major structural changes to Freeway overcrossing structures.
- No changes to 5th Ave./Freeway on-ramp.
- Provide maximum available turning radius for right turn at NE corner of 6th and Broadway.

The final design is substantially the same as the preliminary design reviewed and approved by ODOT early in the project design. While the existing pavement is structurally sound, the existing grades and cross slopes are not well adapted to the project requirements. In addition, the area of 5th Ave. west of Caruthers St. is presently subject to flooding during high intensity rainfall. This appears to be due to flat areas caused by cross-slope transitions.

The alignment of 5th Ave., south of the overcrossing structure is being changed to provide a traffic signal controlled intersection with Broadway. Design elevations at the intersection are slightly higher than existing grades at the end of the overcrossing structure. A partial pavement overlay will be required on the structure to eliminate the otherwise resulting dip in the roadway. The structure alterations are discussed further below.

A typical curb height of 6 inches is being used in order to fit with existing curb heights of 3 1/2 to 6 inches at the perimeter of the project.

PEDESTRIAN TRAFFIC

The east sidewalk of 6th Ave. is a designated bike path. This walkway also carries a high volume of runners and students moving between Duniway Park and P.S.U. Pedestrian traffic in the remainder of the project is considered to be light to moderate. The landscaped area on the north side of Broadway between 5th Ave. and 6th Ave. will be a bus transfer point, and Tri-Met plans to build shelters once the project is complete. In anticipation of high pedestrian and bicycle use, and to provide area for shelters, a wide walk area has been designed for this location.

STRUCTURE ALTERATIONS

As discussed above, a pavement build-up will be required at the south end of the 5th Ave./Freeway overcrossing structure. The build-up is being held to a maximum of 6 inches. The parapet wall will be rebuilt to maintain the existing 9 inch curb height. These modifications were presented for preliminary review by ODOT in September, 1983.

RETAINING WALL

The retaining wall is similar to ODOT standard walls, but was designed so that the existing freeway on-ramp curb and pavement could be left undisturbed. A preliminary review by the ODOT Bridge Engineer indicated that the design is satisfactory. Wall face batter and top edge were designed to match the adjoining existing wall. The adjoining wall, and other nearby walls have a flat face with no special architectural treatment. Class 2 finish is specified for the project wall.

ILLUMINATION

Roadway illumination was designed by the City's Bureau of Street Lighting. Minor changes to existing facilities will be made by PGE. Installations required in new locations will be part of the contract.

The existing ODOT maintained light pole adjacent to the retaining wall work will need to be removed during construction and reinstalled once the wall is complete. This work is part of the contract.

SIGNALS

Traffic signals were designed by the City's Bureau of Traffic Management. Work under this contract will provide a synchronized system meeting current standards at all intersections where traffic flows are significantly altered by the project.

LANDSCAPING

In accordance with the maintenance agreement mentioned above, landscape maintenance will be divided between the City and the State. Two independent irrigation systems are therefore required.

Landscape and irrigation plans have been developed by the City and are subject to revision by the State.

The irrigation system is designed to provide independent operation by City and State personnel while taking advantage of cost savings that can be gained by constructing overlapping systems.

TRAFFIC CONTROL AND STRIPING

Traffic control during construction and temporary striping will be the responsibility of the contractor as called for by the plans and special provisions.

Permanent striping will be done by City crews. The City of Portland and other local agencies have been requested to provide a cost-effectiveness comparison whenever project work by State Force Order is requested.

Permanent pavement striping and pavement marking estimates are comparable as follows between a private contractor and City of Portland crews:

Item	Unit	Quant.	Contract Unit Cost	Contract Total	City Unit Cost	City Total
4" Painted Solid Pavement Line	Mile	0.22	185.00	40.82	100.00	2.00
4" Painted Skip Pavement Line	Mile	0.85	77.00	65.45	100.00	85.00
4" Painted Solid Double Pavement Line	Mile	0.14	330.00	46.20	100.00	14.00
Thermoplastic Arrow	Each	14	200.00	2,800.00	33.00	462.00
Thermoplastic "Only"	Each	2	175.00	875.00	37.00	185.00
Thermoplastic Line	S.F.	1,578	3.60	5,680.80	1.56	2,461.68
Type II Pavement Markers	Each	53	1.90	100.70	1.94	102.82
SUBTOTAL				9,608.97		3,332.56
Supervision				Supervision	12.7%	423.24
Engineering			9%	864.81		0.00
				10,473.78		3,755.80

The preceding contract unit cost estimates were obtained from ODOT Cost Analyses and ODOT Construction (12/83). The City unit cost estimates were obtained from the Bureau of Maintenance from their actual unit costs that they are presently charging. The reasons that the costs for the City doing the work are less are that 1) The City has up-to-date equipment and templates to do work quickly and efficiently, 2) This is routine work for these crews; 3) The crews can do this work as part of other work in the area, 4) There is no mobilization charged by the Maintenance Bureau since the striping crews and equipment are already working on regular City maintenance striping City-wide.

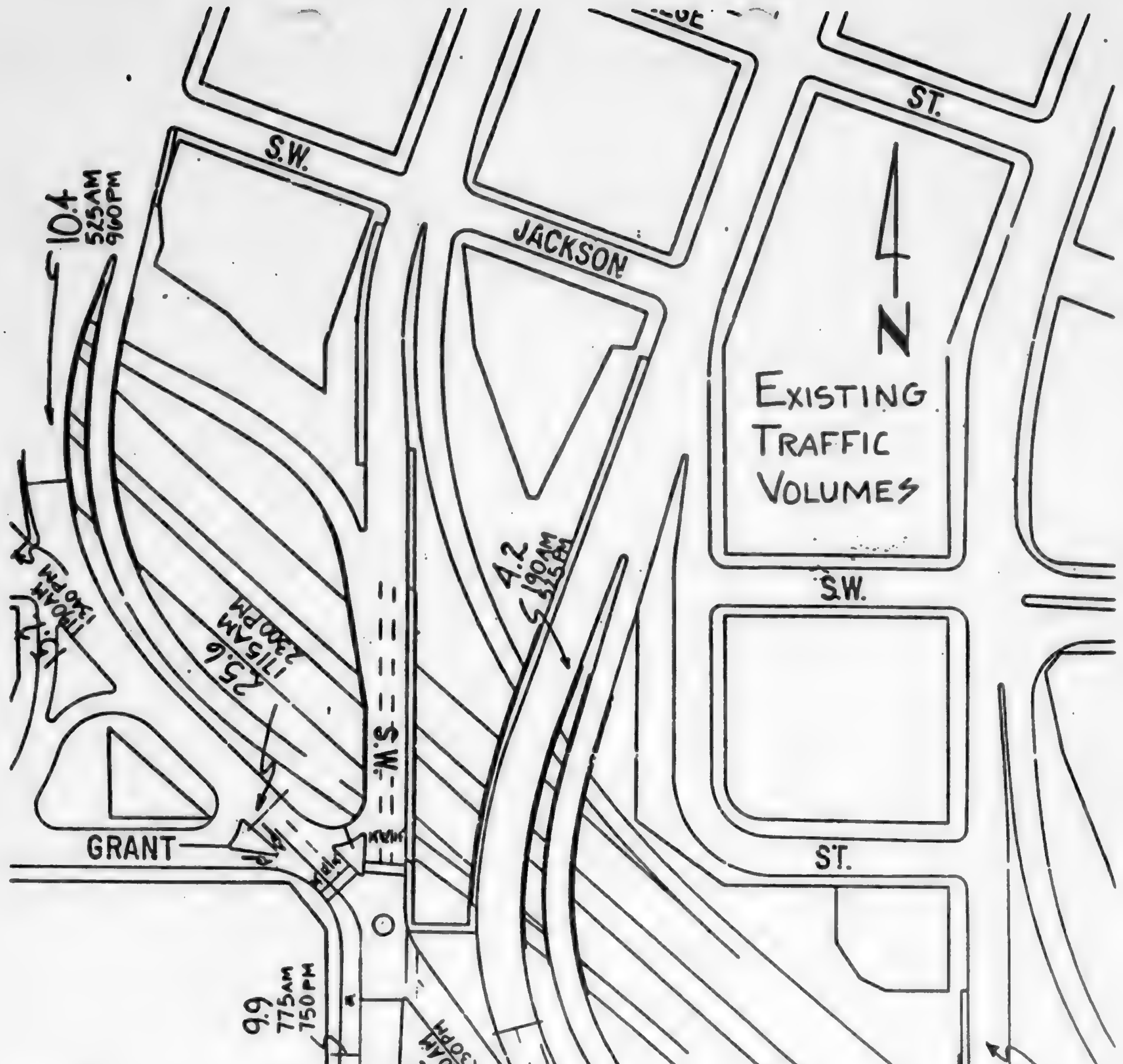
In addition to the cost savings of actually doing the work, savings can be realized in engineering since no inspection of City crews will be required by the Project Manager.

If you have any questions or comments about the project, contact Jim Oehler, 1120 SW 5th Avenue, Room 837, Portland, Oregon 97204 or phone 796-7564.

James L. Oehler

James Oehler, P.E.
Project Engineer

JO/am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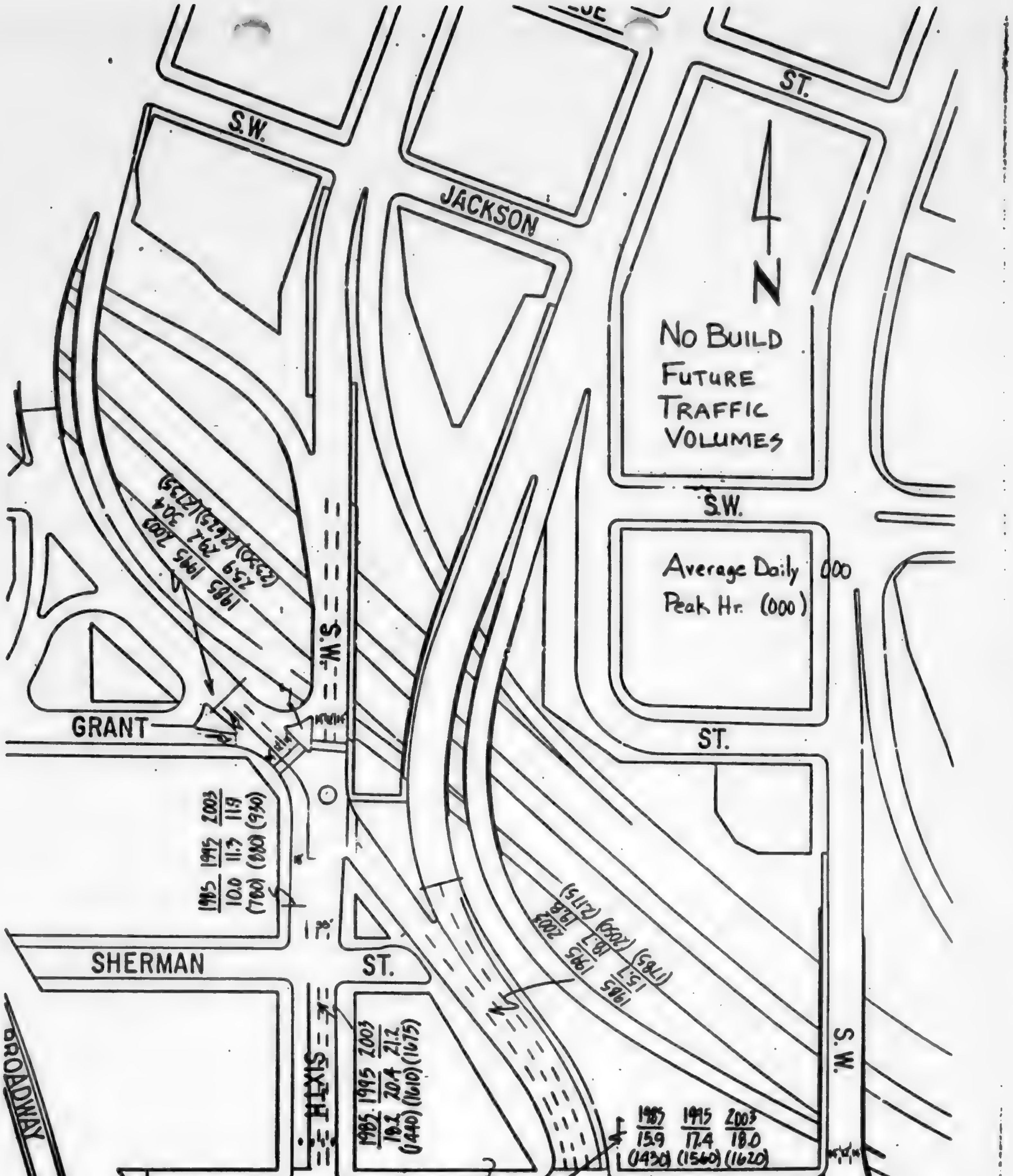
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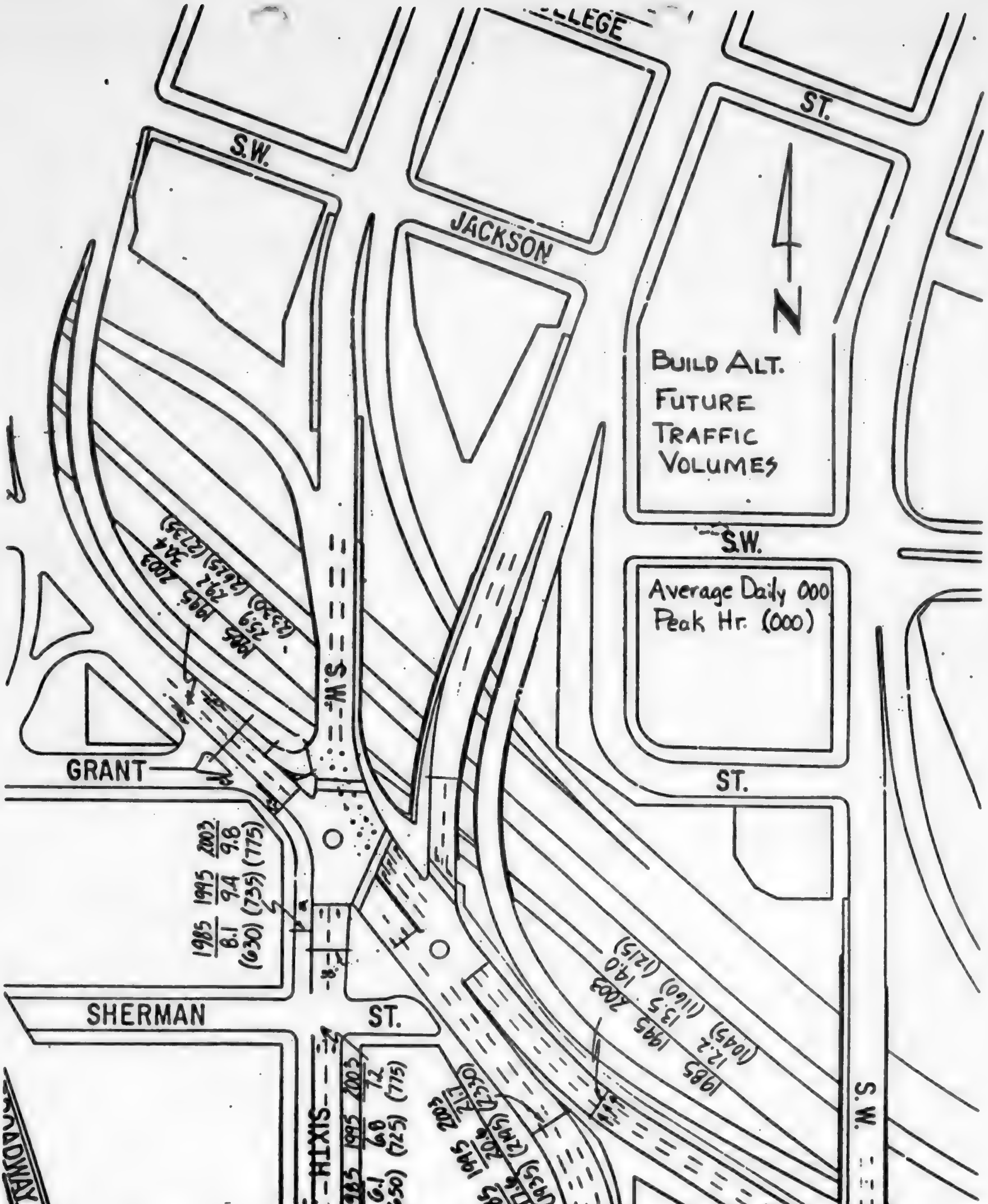
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ST.

PRELIMINARY SURFACING DESIGN
COST ANALYSIS

Project: S.W. 6th Ave.- S.W. 4th Ave. Conn.
Date: Sept. 2, 1983
Highway: City Street, FAU 9345
County: Multnomah
Length of Project: 0.11 mile± **PMS No.**
Prefix: 726-1938

ADT 15,400 **% Trucks** 6.0 (Incl. Buses)
18 Kip EALs/day 400 (80% EAL)
Traffic Coefficient 9.4
Design Period Ten Year
Soil R Value 10
CBE Required 30.0"

Widening - New Work **Width**		**Overlay/Rehab. of Existing Pavement** **Width**	
Alternate No. 1	**Thickness**		**Thickness**
A.C. Wearing Surface & Base - Class "B"	4.0"		
Cement Treated Base	12.0"		
Cost $			
Alternate No. 2	**Thickness**		**Thickness**
A.C. Wearing Surface & Base - Class "B"	4.0"		
Plant Mix Bituminous Base	12.0"		
Cost $			
Alternate No. 3	**Thickness**		**Thickness**
A.C. Wearing Surface & Base - Class "B"	5.0"		
Prime Coat	---		
Aggregate Leveling	2.0"		
Aggregate Base	18.0"		
Geotextile Fabric	---		
Cost $			

Remarks - Surfacing Design Engineer: This project is to provide a new westbound connection between S.W. 6th Avenue and S.W. 4th Avenue.

Alternate No. 3 requires 9" additional thickness.

Recommendations: Alternate No. 1 - this alternate preferred by City of Portland.

cc: Location
Final Design Engineer
Region Engineer
Region Geologist
Don Fantz ✓

Surfacing Design Engineer

PAVEMENT TYPE SELECTION

SECTION: S.W. 6th Ave.-S.W. 4th Ave. Connection
HIGHWAY: City Street, FAU 9345 **COUNTY:** Multnomah

PRINCIPAL FACTORS GOVERNING SELECTION

1. **Traffic Classification:** See reverse side.
2. **Soils Characteristics:** See reverse side.
3. **Climate** Average annual rainfall is approximately 43 inches. Frost penetration is not significant.
4. **Construction Considerations:**
5. **Recycling:** Initial Project Asphaltic concrete for the project can have recycled material under the permissive specification.

   Future All alternates have good potential for future recycling.
6. **Cost Comparisons:** See reverse side.

SECONDARY FACTORS GOVERNING SELECTION

1. **Performance of similar pavements in the area:** Good
2. **Adjacent Existing Pavements:**
3. **Conservation of Materials and Energy:** Alternates No. 1 and 2 involve less material.
4. **Availability of Local Materials or Contractor Capabilities:** Commercial sources are available.
5. **Traffic Safety (Finished Project):** Good
6. **Incorporation of Experimental Features:** N/A
7. **Stimulation of Competition:** Not a consideration
8. **Municipal Preference, Participating Local Government Preference and Recognition of Local Industry:** City of Portland prefers Alternate No. 1.

Remarks:

Approval:

Final Design Engineer

cc: Surfacing Design Eng. after approval

9861

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

PRO 6

TO: Wayne F. Cobine
Project Unit Engineer

DATE: April 3, 1984

FROM: Frank E. Terpin
Location Engineer Frank E. Terpin

SUBJECT: SW 6th Avenue-SW 4th Avenue Connector
FAU 9345
Multnomah County
726-1938

1X-9345(1)

This is a revision of the memo dated March 28, 1984.

The preliminary engineering costs for the subject project will exceed the survey authorization. To assist you in requesting additional federal participation, we offer the following justification:

Additional funds for function 903 (Local Government) are required by the City of Portland becasuse the traffic signal design is more extensive than originally anticipated, a need for the extent of retaining wall work has been determined, and the street work has increased.

The preliminary engineering costs are $116,700.

Attached is an itemization by P.E. function.

FET:RTN:ge
Attachment

cc w/att Ted Spence
" Norm Davis

$116,700 - @ 85% = $99,195 -

[illegible] SECTION
PROJECT [illegible]

[illegible]
[illegible] be
FOR Mod Agreement.

81-125-1387

IX - 9345(1)

PRELIMINARY ENGINEERING

		AUTHORIZATION APPROVED BY FHWA	REVISED AUTHORIZATION REQUESTED
901	Project Manager	$ 1 000	$ 2 000
902	Citizens Involvement		
903	Local Government	47 424	98 000
904	Consultant's Fees		
905	Final Design	1 500	1 500
906	Bridge Design	3 000	3 000
907	Preliminary Design		100
909	R/W Descriptions		
910	Region Geology		200
911	Traffic Section	1 500	1 500
912	Landscape Department		
913	R/W - Liaison		200
914	Region Utility Liaison	200	200
915	Audit Services		
916	Photogrammetry		
918	Location		200
920	Program Management	200	200
921	Specifications	2 000	2 000
922	Adm Services (Engineering)	200	200
923	Environmental Section	1 000	5 900
924	DOT Planning		
925	Air Monitor		
926	Structural Foundations		200
927	Bridge Design for Counties		
932	R/W Utility Engineer		
933	Surfacing Engineer		500
934	Chief Geologist		100
935	Soils Engineer		
936	Region Traffic	600	400
937	Hydraulics		100
938	Region Environmental	200	200
949	Urban Studies Unit		
950	Training Courses		
955	Employe Relocation Assist.		
960	Personal Leave		
961	Administrative Leave		
980	Public Hearing Charges		
985	EEO Monitoring Expense		
		$ 58 824	$ 116 700

SECTION: SW 6th AVE. - SW 4th AVE CONNECTOR

HIGHWAY: FAU 9345

COUNTY: MULTNOMAH

PREFIX: 726 - 1938

4-3-84

7261

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
PRO 6-2

Date: April 9, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 20114
Project No. IX-9345(1)
S.W. 6th Ave.-S.W. 4th Ave. (Portland) Connector
Multnomah County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated April 3, 1984.

Approval of this request will involve an increase of $57,876.00 in total cost and obligation of $49,194.00 in Federal Funds (appn. code 580) with revised financing as follows:

	TEC	FF	%
Present	$116,700.00	$ 99,194.00	85.0
Previous	58,824.00	50,000.00	
Difference	$ 57,876.00	$ 49,194.00	

RHZ:mld
Attachment

cc: E.L. Hardt (Metro)
F.E. Terpin
Karen Bunk (Metro)
Jon Rose (Metro)
Gary Zehner ✓
Shirley Williams

Form 734-3122

FAU 9345 - S.W. BROADWAY

9461

OREGON STATE HIGHWAY DEPARTMENT

SUBJECT: S.W. 6th Avenue/S.W. 4th Avenue connector	TO: WAYNE SCHULTE
DATE: May 22, 1984	FROM: CURT DUVAL

NO COMMENTS FROM: C. Duval, E.J. Dunn, J. Kaiser, D. Fleming, or J. McClure.

FOLLOWING COMMENTS:

T. Schwab: See Sheet 8B-1, the circled signals should be programmed heads. Also, he wants to know if there are handicap curb ramps at all locations as he could not find them at all.

R. Failmezger: See Sheet 2C-1, the circled signs are non-standard and should be removed. On Sheet 2C-3, the circled sign does not appear to be needed. On Sheet 2D-2, why the difference in Sign 13 and Sign 16?

City of Portland: On Sheet 2A, change quantities as shown. on Sheet 2C-3, add "abrupt edge" sign as shown. On Sheet 3, change inlet information as shown. On Sheet 6A, add drain pipe note.

cc: Don Adams

Curt Duval
Kathleen Howell
(SIGNATURE)

PLEASE REPLY HERE

Cabine:

Attached are an "Approved as Noted" set of Grading, Paving, Signals, etc. plans from C.O.P. and comments and plans from Metro staff for subject project. Please process thru channels.

6-1-84
Schulte says this is City approval
G

Forwarded to Final Design
5-24-84 RRW

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAY 23 1984
MAN. ASST. ______ PROGRAM UNIT ______ D
REFER TO Zehner
FOR TAA

Wayne Schulte
(SIGNATURE)

5/22/84
(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

Section S.W. 6th Ave. - S.W. 4th Ave. (Portland) Connector Programming Estimate $500,000

Highway FAU 9345 (S[illegible] Broadway) Proj[illegible]t Length

County Multnomah Completion Time (a) All but Signals, I'lum, AC Wear. 130 CD
(b) All but A.C. Wear. Course 180 CD
(c) All by April 30, 1985

Kind of Work Grading, Paving, Structures, Signing, Illumination, Signals & Landscaping. Est. Comp. Date 4-30-85

Prefix 726-1938 Letting Date June 28, 1984 Project No.

Received 6-1-84
8:03 AM CL

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 895,872.75

Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	4000.00	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ______		$ 10,000.00
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Water Facilities (City)	3,000.00	
Install Water Services (City)	2,800.00	
Water During Plant Establishment	200.00	
Adjust Utilities:		
Subtotal		$ 905,872.75
Contingencies (4-1/2%)		40,764.27
Engineering (8, [✓ 9], 10%)		81,528.55
Subtotal		$
Credit for ______		
Estimated Net Authorization, Construction		$ 1,028,165.57

APPROVED cc: Wayne Schulte

Rec'd
6-1-84
Ca

______
Road Design Engineer

Rev. 11/81

SUMMARY-BID SCHEDULE-COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION S.W. 6th Ave. - S.W. 4th Ave. (Portland) Connector			COUNTY Multnomah		SHEET 1 OF 4	
KIND OF WORK Grading, Paving, Structures, Signing, Illumination, Signals & Landscaping		KEY NUMBER	LENGTH —	DATE 5-23-84	NAME McGill	

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 5/31/84 ~~THIS ENGINEERING ESTIMATE IS PLACED FOR~~ BID LETTING 6/28/84					
	Mobilization		Lump Sum	All	Lump Sum	50,000.00
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	30,000.00
	Temporary Signs		Sq. Ft.	685	6.00	4,110.00
	Temporary Barricades		Each	14	70.00	980.00
	Temporary Concrete Barriers		Lin. Ft.	188	16.00	3,008.00
	Moving Temporary Concrete Barriers		Lin. Ft.	63	3.00	189.00
	Temporary Plastic Safety Markers		Each	90	50.00	4,500.00
	Flaggers		Hour	1,000	17-	17,000.00
	Temporary Striping		Lump Sum	All	Lump Sum	3,500.00
	ROADWORK					
2	Clearing and Grubbing		Lump Sum	All	Lump Sum	1,500.00
2	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	21,430.00
2	General Excavation		Cu. Yd.	4,595	10-	45,950.00
2	Furnishing and Placing Topsoil		Cu. Yd.	520	15-	7,800.00
2	Structure Excavation Below Elevations Shown		Cu. Yd.	25	85-	2,125.00
4	Aggregate Base		Ton	40	15-	600.00
4	3/4"-0 Aggregate Base, 2" Thick		Sq. Yd.	100	3-	300.00

734-1736 (REV. 2-84)

SUMMARY-BID SCHEDULE-COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION S.W. 6th Ave. - S.W. 4th Ave. (Portland) Connector		COUNTY Multnomah		SHEET 2 OF 4
KIND OF WORK Grading, Paving, Structures, Signing, Illumination, Signals & Landscaping	KEY NUMBER	LENGTH —	DATE 5-23-84	NAME McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
4	Cement Treated Base Mixture		Ton	4,020	11-	44.220 00
4	Portland Cement in CTB Mixture		Ton	176	70-	12.320 00
5	Class "B" Asphalt Concrete		Ton	660	30-	19.800 00
5	Class "C" Asphalt Concrete		Ton	670	30-	20.100 00
7	Alterations to Existing Structure		Lump Sum	All	Lump Sum	14.130 00
9	Retaining Wall		Lump Sum	All	Lump Sum	139.680 00
2	8-inch Storm Sewer Pipe		Lin. Ft.	235	11-	2.585 00
2	10-inch Storm Sewer Pipe		Lin. Ft.	50	13-	650 00
2	Extra for Pipe Under Pavement		Lin. Ft.	54	15-	810 00
2	Concrete Inlets, Type "P"		Each	5	350-	1,750 00
2	Concrete Inlets, Type "G-2"		Each	2	400-	800 00
9	Guard Rail, Type 1		Lin. Ft.	50	15-	750 00
9	CL-6 Chain Link Fence		Lin. Ft.	590	7-	4.130 00
9	4' x 72" Chain Link Single Gates		Each	2	250-	500 00
9	Concrete Walks		Sq. Yd.	1,145	14-	16,030 00
9	Concrete Driveways		Sq. Yd.	70	18-	1,260 00
9	Concrete Curbs		Lin. Ft.	2,170	4-	8.680 00
9	Concrete Islands		Cu. Yd.	16	150-	2.400 00
5	Asphalt Driveways		Sq. Yd.	100	8-	800 00
1	Concrete Barrier		Lin. Ft.	220	60	13.200 00
9	Drainage Curbs		Lin. Ft.	90	3-	270 00
	Adjusting Manholes		Each	6	200-	1,200 00

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION S.W. 6th Ave. - S.W. 4th Ave. (Portland) Connector		**COUNTY** Multnomah	**SHEET** 3 **OF** 4
KIND OF WORK Grading, Paving, Structures, Signing, Illumination, Signals & Landscaping	**KEY NUMBER**	**LENGTH** — **DATE** 5-23-84	**NAME** McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	SIGNING					
	Removal of Existing Sign Installations		Lump Sum	All	Lump Sum	1,500^{00}
	Single Post Slip Base Sign Supports		Each	8	750^{00}	6,000^{00}
	Pipe Sign Posts		Each	11	50^{00}	550^{00}
	Type "AA" Signs in Place		Sq. Ft.	536	19^{00}	10,184^{00}
	Type "C", "D" and "R" Signs in Place		Sq. Ft.	47	12^{00}	564^{00}
	Type "EE" Signs in Place		Sq. Ft.	12	14^{00}	168^{00}
	Type "M" and "G" Signs in Place		Sq. Ft.	7	14^{00}	98^{00}
	Type "P" Signs in Place		Sq. Ft.	30	14^{00}	420^{00}
	Type "T" Signs in Place		Sq. Ft.	21	14^{00}	294^{00}
	ILLUMINATION					
	Removal of Existing Illumination		Lump Sum	All	Lump Sum	3,000^{00}
	Pole Foundations		Lump Sum	All	Lump Sum	6,600^{00}
	Roadway Lighting Poles and Arms		Lump Sum	All	Lump Sum	7,500^{00}
	Luminaires, Lamps and Ballasts		Lump Sum	All	Lump Sum	3,300^{00}
	Switching, Conduit, Wiring, Etc.		Lump Sum	All	Lump Sum	16,500^{00}

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION S.W. 6th Ave. - S.W. 4th Ave. (Portland) Connector

COUNTY Multnomah

SHEET 4 OF 4

KIND OF WORK Grading, Paving, Structures, Signing, Illumination, Signals & Landscaping

KEY NUMBER

LENGTH —

DATE 5-23-84

NAME McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	300,000^{00}
	LANDSCAPING					
	Furnishing and Planting Conifer Trees		Each	15	160^{00}	2,400^{00}
	Furnishing and Planting Deciduous Trees		Each	3	160^{00}	480^{00}
	Furnishing and Planting 1 Gallon Shrubs		Each	647	4^{50}	2,911^{50}
	Furnishing and Planting 2 Gallon Shrubs		Each	1,975	6^{75}	13,331^{25}
	Furnishing and Planting Rhododendrons		Each	53	16^{00}	848^{00}
	Bark Mulch		Unit	28	120^{00}	3,360^{00}
	Soil Conditioner		Cu. Yd.	139	13^{00}	1,807^{00}
	Irrigation System		Lump Sum	All	Lump Sum	15,000^{00}
						1,895,872^{75}

734-1736 (REV. 2-84)

9761

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 1, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 20114
Project No. IX-M-9345(2)
S.W. 6th Ave.-S.W. 4th Ave. (Portland) Connector Sec.
City Streets in Portland
Multnomah County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on June 28, 1984.

Project concept was approved by letter dated June 25, 1982 to you from the Director of ODOT.

Traffic Signal Comparison Warrants to be submitted under separate cover.

DRH:pf
Attachments

cc: E. L. Hardt, Metro Region
Wayne Schulte, Metro Region
Karen Bunk, Metro Region
✓ Gary Zehner, w/attach
General Files

W

Form 734-3122

Budget Bureau No. 41-R2067; Approval Ex

U.S. DEPARTME
BUREAU O

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. 6-1-84

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 City St. in S.W. Portland	ADT	PRESENT 14,250 *	FUTURE - - - - (66) (70)	YEAR - - (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 62 Chan., Traf, Sig., Illum. & Landscape	NATL. FOREST (63) (65)	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. (72) (73)	PL. AUTH YR (74) (78)	PROJECT NUMBER PREFIX LETTER(S) 14 28 IX-M	NUMBER 9345	SEQ. NO. (2)

CARD	CLASS OF FEDERAL FUNDS Interstate Transfer Grants - Hwy. & Urban System	COUNTY NAME Multnomah	CODE 051 (14) (16)
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U · FEDERAL-AID 9345 (82) · STATE City St. (96) (97) · U.S. - - - (41)	☐

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (City)	CHARAC PROPOS (Full de
1	(14-15)	(16)	41	42	43 46	58		(54) (58)	(59) (66)	(67) (78)			
5					**PE**								
5					**ROW**								
5					**CONST** (CODE) (TOPICS) Y003 Y008 Y030 Y031	(13) (12) (12) (12)	"SW 6th Ave.-SW 4th Ave. (Portland) Connector Sec." IX- M-	0.00 0.00	591,122 458,878	(Mt. Hood) 502,453 404,500 **	- - - - 27,189	88,669 27,189	85% 88.15%
CARD 1	CODE 1	PREPARED BY DRH:pf					PROJECT TOTALS	0.0	1,050,000 (16) (23)	906,953 (24) (33)	27,189	115,858	
1	14	PROGRAM APPROVAL DATES 10-1-83											

* ADT for vehicles turning north from Caruthers to SW 6th Ave.

REMARKS
Additional Data: Item No. 20116; Proje
No. IX-9345(1).

** Fixed Funds.

Key #00582

- OV R

USCOMM DC

Budget Bureau No. 41-R2067; Approval Ex ies February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTME T OF COMMERCE
BUREAU O PUBLIC ROADS

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

6-1-84

PROJECT LOCATION (45 typewriter spaces) City St. in S.W. Portland	ADT	PRESENT 14,250 *	FUTURE - - - -	YEAR - -	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 177 W36
ITEM NO. 20114								

OPOSED WORK (35 typewriter F, Sig., Illum. & ndscape	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) IX-M; NUMBER 9345; SEQ. NO. (2)

I. Projects Only: POST MI. | DESIG.

FUNDS: Interstate Transfer Grants - Hwy. & Urban System

COUNTY NAME: Multnomah — CODE 051

EA: Portland

ROUTE NO. U — FEDERAL-AID 9345 — STATE City St. — U.S. - - -

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (City)	CHARACTER OF PROPOSED WORK (Full description)
PE									
ROW									
CONST (CODE)		"SW 6th Ave.-SW 4th Ave. (Portland) Connector Sec."				(Mt. Hood)			
(TOPICS) Y003	(13)		IX-	0.00	591,122	502,453	- - - -	88,669	85%
Y008 Y030 Y031	(12) (12) (12)		M-	0.00	458,878	404,500 **	27,189	27,189	88.15%
ED BY DRH:pf		PROJECT TOTALS		0.0	1,050,000	906,953	27,189	115,858	

AM APPROVAL DATES 10-1-83

* ADT for vehicles turning north from Caruthers to SW 6th Ave.

REMARKS
Additional Data: Item No. 20116; Proje t No. IX-9345(1).

** Fixed Funds.

- OV R -

0582

USCOMM DC COMM-DC 48908-P61

SW 6TH AVE.-SW 4TH AVE. (PORTLAND) CONNECTOR

Remarks Continued.

PROJECT DATA: Work under this project consists of 1) Channelization revisions to provide better traffic flow requiring grade, drain and high-type pave; 2) traffic signal revisions - SW Caruthers at 4th, 5th and 6th and SW 6th Ave. at Broadway/5th, new traffic signals located on SW Sheridan St. at SW 4th Ave. and SW 5th Ave. with temporary traffic signal located at SW 6th and Broadway/5th; 3) install illumination as directed; 4) landscape as specified; 5) adjust utilities as required; and 6) incidental work common to this type of project.

MAINTENANCE AND ACCOMMODATION OF UTILITIES: A State-City Agreement No. 7717 complying with Section 116, Title 23 USC and paragraph 6d(1)PPM 30-4.1 (FHPM 6-6-3-2) was executed 9-22-82.

DATA FOR FHWA 37's:	CODE	COST
	Y003	$ 90,000
	Y008	572,000
	Y030	50,000
	Y031	338,000

NOTES: 1) This project is in Congressional District No. 1.

2) Included in MSD FY '84 AE/TIP on page 31, item no. 32 and Concept Program page 11, no. 29.

7221

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: FILES

DATE: ~~May 29, 1984~~

FROM: Wayne Cobine
Wayne F. Cobine
Project Unit Supervisor

SUBJECT: 1981 FAU Attributable Funds,
Portland (MSD)

It has come to my attention that approximately $404,476 of Attributable funds will lapse as of September 30 of this year unless they were obligated for projects. The current Schedule of Contract Lettings identifys two projects for which these funds can be used.

(1) S. Downtown Waterfront to S.W. Moody, scheduled for July 26 at an estimated cost of $155,000.

(2) S.W. Jean Road to S.W. Madrona Street, scheduled for September 27 with an estimated cost of $900,000, of which $438,000 is anticipated for FAU funding.

I also understand that the South Downtown Waterfront to S.W. Moody project is being dropped by the City of Portland and that they will substitute another project in its place.

The S.W. Jean Road to S.W. Madrona Street project scheduled for IX and FAU funds is on the schedule and should make the September 27 letting date.

If these projects then remain on schedule as planned, the funds that would be subject to lapse by the end of September should be obligated and we should not have a concern.

By copy of this letter I am requesting that all parties concerned with these projects monitor the progress and make sure that they flow through the system so that obligation of the funds can be made by September 30.

WFC:pf

cc: E. L. Hardt, Metro Region
Ted Spence, Metro Region
Gary Zehner
Frank Terpin
Hal Versteeg

6-4-84
City of Portland
will dual fund SW6th-SW4th
Connector project to obligate
the 404,476 of FAU funds
subject to lapse.
G

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 726
Multnomah Co.

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IX-9345(1) Prefix 726-1938

Project Name S.W. 6th Ave - S.W. 4th Ave (Connection)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 31st day of May, 1984

City of Portland

B. O. Schmidt
City Engineer

RIGHT OF WAY ADMINISTRATION
RECEIVED
JUN - 5 1984
M AM APM RBR CA LS
PMS AS [illegible] OS TA RUE
0 1 2 3 4 F

Certified By:

Regional Right-of-Way Supervisor
Date 6/6/84

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/81

4461

July 23, 1984 PRO

Dick Schmidt
Highway Coordinator
Bureau of Street & Structural
 Engineering
Room 802, 1120 SW Fifth Avenue
Portland, OR 97204-1971

Dear Mr. Schmidt:

On July 12, 1984, we received a satisfactory bid from Copenhagen Utilities & Construction, Inc. of Clackamas, for the SW 6th Avenue-Sw 4th Avenue Connector.

The City share based on their bid is as follows:

Contractor's Bid		$ 782,448.00
Anticipated Additional Items:		
Permanent Pavement Striping	$ 4,000	
Adjust Water Facilities (City)	3,000	
Install Water Services (City)	2,800	
Water During Plant Establishment	200	10,000.00
SUBTOTAL		$ 792,448.00
Contingencies (4 1/2%)		$ 35,660.16
Engineering (9%) By City (Not Included)		-0-
TOTAL CONST. COST (LESS CONST. ENGR.)		$ 828,108.16
Preliminary Engineering by State		18,700.00
TOTAL FOR COMPUTATION OF CITY SHARE		$ 846,808.16
Less Urban Funds (Federal)		(404,500.00)
Less State Match on Urban Funds		(27,190.00)
Less City Match on Urban Funds		(27,190.00)
BALANCE TO BE MATCHED BY CITY		$ 387,928.16
City Share: 15% of $387,928.16 =	$ 58,190 (Rounded)	
TOTAL CITY SHARE: 27,190+58,190 =	$ 85,380	
Previous Deposit 6-18-84	$ 159,600	
OVERPAYMENT	$ 74,220	

The contract for this project was awarded on July 20, 1984. You may wish to withdraw your overpayment from the Local Government Investment Pool, if so please advise.

Very truly yours,

G.A. Potter, Manager
Program Section

GAP:bkb
bcc: Re: AD #84-54 Wayne Schulte, Metro Region
V.E. Skoog

OREGON STATE HIGHWAY DIVISION

JOB NUMBER 05

Summary of Bids Received and Construction Authorization

Project SW 6TH AVE-SW 4TH AVE (PORTLAND) CONNECTOR

Highway FAU 9345 (SW BROADWAY)

County MULTNOMAH

F.A. Project No. IXM 345002

Engineer's Estimate --

Date Bids Received 07/12/84

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	COPENHAGEN UTILITIES & CONSTRUCTION INC CLACKAMAS, OR 97015	782,448.00
02	CASCADE CONSTRUCTION COMPANY, INC. PORTLAND, OR 97208	877,682.25
03	ROADWAY CONSTRUCTORS CORP & RA HATCH CO. A J.V. LAKE OSWEGO, OR 97034	972,431.00

CONSTRUCTION AUTHORIZATION

Contract amount . . . . $ 782,448.00

Additional anticipated items:

PERM PAVEMENT STRIPING	4,000.00
ADJ WATER FACILITIES(CITY)	3,000.00
INSTALL WATER SERV (CITY)	2,800.00
WATER DURING PLANT ESTAB	200.00

ENGINEER'S RECOMMENDATION

Highway [illegible] (SW BROADWAY) Engineer's Estimate

County MULTNOMAH Date Bids Received 07/12/84

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	COPENHAGEN UTILITIES & Construction Inc CLACKAMAS, OR 97015	782,448.00
02	CASCADE CONSTRUCTION COMPANY, Inc. PORTLAND, OR 97208	877,682.25
03	ROADWAY CONSTRUCTORS Corp & R.A. Hatch Co. A J.V. LAKE OSWEGO, OR 97034	972,431.00

CONSTRUCTION AUTHORIZATION

Contract amount	$	782,448.00
Additional anticipated items:		
PERM PAVEMENT STRIPING		4,000.00
ADJ WATER FACILITIES(CITY)		3,000.00
INSTALL WATER SERV (CITY)		2,800.00
WATER DURING PLANT ESTAB		200.00
Subtotal	$	792,448.00
Contingencies and engineering 4½%		35,660.16
9%		71,320.32
Subtotal	$	899,428.48
Credit for maintenance rock		.00
Net construction authorization	$	899,428.48

ENGINEER'S RECOMMENDATION

~~Deputy State Highway Engineer~~
PROGRAM SECTION MANAGE

State Highway Engineer

FHWA DIVISION ADMINISTRAT

734-3312 (3 82)

9861

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO

CON 5

TO: H. H. Patterson
Construction Office Engineer

DATE: July 30, 1985

FROM: Bruce M Walton
B. M. Walton
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

Contract 9861, Work Completed June 17, 1985

Project SW 6th Ave.-SW 4th Ave. (Portland) Connector

Highway FAU 9345 (SW Broadway)

County Multnomah

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date 9-25-86

H. H. Patterson
Construction Office Manager

BMW:mk

Info. Copies To:

J. B. Boyd
Dave Canfield
Don Harwell
~~Jack Sullivan~~ Bill Quinn
George Strawn
Don Wackerbarth
Bob Oakes
~~B. L. Hardt~~ Richard Kuehn

CPC/FM1

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 7 1986
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

12
E ck

81-125-1387

9861

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

February 18, 1986

In Reply Refer To
File No.:

VIC RHODES
City of Portland
Office of Transportation
1120 S.W. Fifth Avenue
Portland, OR 97204

10092
26-1914

Subject: S.W. 6th-S.W. 4th
MSD File No. 200

The Attached worksheets reflects estimated project costs in federal funds. You will note there is a deficiency of $25,485 between the amount authorized by MSD and this estimate. Please pursue this shortfall with MSD and have the necessary adjustments made.

Wayne Schulte
WAYNE SCHULTE
Federal Aid Specialist

WS:po

cc: Ted Spence - with attachments
Andy Cotugno - with attachments
Gary Zehner - with attachments

Attachments

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
P 19 1986
REFER TO ________
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

734-1850

Date 2/4/86

Prepared By gsmith

Plan File # 10092

MSD # 200

DOCUMENTATION OF

ADDITIONAL FEDERAL FUNDING REQUIREMENTS

TIP NAME SW Broadway

Section SW 4TH - 6TH Highway

Jurisdiction City of Portland

Type of Federal Funds: FAIX X FAU X Other

Financial Sponsor City of Portland

	MSD AUTHORIZATIONS FED. $ (MSD Report # JAN '86)	ESTIMATED COST FED. $ (Date of Est 3/86)	DIFFERENCE (MSD Auth. Less Est. Cost)
PE	98,012	98,012	0
R/W	0	0	0
Const.	m 404,500 IX 374,465	m 404,500 IX 399,950	m 0 IX 25,485—
Reserve			
Total	876,977	902,462	25,485—

TOTAL ADDITIONAL FUNDS NEEDED: 25,485

COMMENTS:

RECOMMENDED MSD ACTION:

9861

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Ted Spence
Region 1

DATE: March 17, 1988

FROM: Cam Gilmour, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System
Project No. IX-M-9345(2)
S.W. 6th Ave.-S.W. 4th Ave. (Portland) Connector
S.W. Broadway Street
Multnomah County

I have requested obligation of additional federal funds for FHWA on the above federal-aid project in the amount shown:

Previous Obligation	New Obligation	Increase
$412,730	$418,244	$ 5,514

Please arrange for updating of MSD's records to show this change.

DDB:bkw
cc: Gary Zehner, w/att.
Wayne Schulte, w/att.
General Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 17, 1988

FEDERAL AID PROJECT NO. IX-M-9345(2)

S.W. 6TH AVE.-S.W. 4TH AVE. (PORTLAND) CONNECTOR SEC.
S.W. BROADWAY STREET
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (STA. "B" 0+23 TO "B" 4+45.66)(STA. "F" 5+84.30 TO "F" 11+02.97)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Moving Temp. Concrete Barriers	LF	$ 14.00	63	$ 882.00	121	$ 1,694.00
Temporary Plastic Safety Markers	EA	45.00	90	4,050.00	98	4,410.00
Class "B" Asphalt Concrete	TON	32.00	660	21,120.00	667.68	21,365.76
Extra for Pipe Under Pavement	LF	24.00	54	1,296.00	74	1,776.00
Concrete Curbs	LF	4.00	2,170	8,680.00	2,239.70	8,958.80
Concrete Island	CY	140.00	16	2,240.00	21.80	3,052.00
Concrete Barrier	LF	52.00	220	11,440.00	226	11,752.00
Cost Due to Delay (PA #15A)	LS	100%	----	---	100%	635.19
				$49,708.00		$53,643.75

Total Increase	$ 3,935.75
Subtotal from Previous Estimate of June 20, 1986	602,969.03
Subtotal	$ 606,904.78
Engineering	86,730.22
Total	$ 693,635.00

TYPE CODE Y030
ILLUMINATION

Total as on estimate of June 20, 1986	$ 27,462.00

TYPE CODE Y031
SIGNALS (6 LOCATIONS)

Rev. Ped. Head Loca (PA #7C)	LS	552.00	----	---	100%	552.00
				$ 0.00		$ 552.00

Total Increase	$ 552.00
Subtotal from Previous Estimate of June 20, 1986	222,700.00
Total	$ 223,252.00

Length of Project	0.18 mi.
Cost of Roadway Per Mile	$3,853,527.77

RETAIN IN RESERVE

City of Portland Adjust Water Facilities	Lump Sum	All	Lump Sum	$ 3,000.00
City of Portland Install Water Service	Lump Sum	All	Lump Sum	2,800.00
			Subtotal	$ 5,800.00
			Engineering	783.00
			Total	$ 6,583.00

SUMMARY OF FUNDS

Description	Sub. Job	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds	City Funds
Roadway	011	177	85%	$ 234,757.00	$ 199,543.00	$ ---	$ 35,214.00
Roadway	021	W36*	88.15%	458,878.00	404,500.00	27,189.00	27,189.00
Illum.	011	177	85%	27,462.00	23,342.00	---	4,120.00
Signals	011	177	85%	223,252.00	189,764.00	---	33,488.00
Subtotal				$ 944,349.00	$ 817,149.00	$ 27,189.00	$ 100,011.00
Reserve	011	177	85%	6,583.00	5,595.00	---	988.00
Total				$ 950,932.00	$ 822,744.00	$ 27,189.00	$ 100,999.00

Sub. Job 010: 0%; 011: 55%; 020 = 0%; 021 = 45%
Contract No. 9,861
Prefix: C726-1938 (P.E.)
Prefix: C326-1078
Prefix: C09861

*Fixed Funds

DDB:bkb

9861

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

March 29, 1988

In Reply Refer To
File No
10092

VIC RHODES
City of Portland
1120 S.W. Fifth Avenue
Portland, OR 97204

Subject: S.W. 6th Ave.-S.W. 4th Ave.
S.W. Broadway
METRO File #200

Attached for you information is a worksheet showing the federal funding requirements for this FAIX and FAU-funded project based on the current estimates. Please contact the Metropolitan Service District to make the necessary adjustments to cover the $5,514 FAIX shortfall.

Wayne Schulte
WAYNE SCHULTE
Federal Aid Specialist

WS:SE:po

cc: Ted Spence
Andy Cotugno
Gary Zehner

Attachment

PROGRAM SECTION
MANAGER ____ OFFICE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
MAR30
REFER TO____
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

734-1850 (1-87)

Date 3-29-88

Prepared By S. Eng

Plan File # 10092

MSD # 200

DOCUMENTATION OF

ADDITIONAL FEDERAL FUNDING REQUIREMENTS

TIP NAME SW Broadway - SW 4th to SW 6th

Section SW 4th - SW 6th Ave Highway SW Broadway Street

Jurisdiction City of Portland

Type of Federal Funds: FAIX ✓ FAU ✓ Other

Financial Sponsor City of Portland

	MSD AUTHORIZATIONS FED. \$ (MSD Report # 1-26-88)	ESTIMATED COST FED. \$ (Date of Est)	DIFFERENCE (MSD Auth. Less Est. Cost)
PE	98,012	98,012	0
R/W	—	—	—
FAU	404,500	404,500	0
Const. FAIX	412,730	418,244	-5,514
Reserve	—	—	—
Total	915,242	920,756	-5514

TOTAL ADDITIONAL FUNDS NEEDED: $5514

COMMENTS:

RECOMMENDED MSD ACTION:

9261

OREGON DEPARTMENT OF TRANSPORTATION

ITEMIZED STATEMENT OF FINAL COST

SW 6TH AVE - SW (PORTLAND) OCTOBER 26, 1992
FAU 9345 (SW BEAVERTON)
CITY OF PORTLAND IX-M-9345 (2)
AGREEMENT: 7717

CONSTRUCTION	
ROADWAY	
FINAL CONTRACT SUMMARY	$577,130.37
SFO 2 STRIPING (PORTLAND)	4,753.75
SFO 3 WATER SERVICE INSTALLATION (PORTLAND)	2,753.07
SFO 4 ADJUST WATER FACILITIES (PORTLAND)	738.51
TOTAL TYPE CODE IOOO	$585,375.70
ILLUMINATION	
CONTRACT SUMMARY	$27,951.00
TRAFFIC SIGNAL (6 LOCATIONS)	
CONTRACT SUMMARY	$191,547.60
SFO 2 SIGNAL CONTROLLER TESTING	7,050.00
TOTAL TYPE CODE YO31	$191,547.60
TOTAL CONSTRUCTION	$811,924.30
CONSTRUCTION ENGINEERING	
LIQUIDATED DAMAGES	$ - 8,100.00
WORK CITY OF PORTLAND	129,888.64
TOTAL ENGINEERING	$121,788.64
MISCELLANEOUS PROJECT COST	
AUDIT SERVICES	$271.68
EEO MONITORING	107.55
TOTAL MISCELLANEOUS PROJECT COST	$379.23
TOTAL PARTICIPATING PROJECT COST	$934,092.17
NONPARTICIPATING PROJECT COST	
CONSTRUCTION ENGINEERING	$16,071.45
CONSTRUCTION ENGINEERING (CITY OF PORTLAND)	827.59
INTEREST ON FINAL PAYMENTS	594.31
CONTRACT SUMMARY	8,465.70
TOTAL NONPARTICIPATING COST	$25,959.05
TOTAL PROJECT COST	$960,051.22
LESS: FEDERAL FUNDS	-808,432.95
LESS: STATE CONTACT PAYMENT	- 5,544.03
LESS: CREDIT FOR WORK PERFORMED	- 19,608.04
LESS: ADVANCE DEPOSIT	- 99,277.74
LESS: STATE MATCH ON W36	- 27,188.46
BALANCE DUE	$ 00.00

1984 Mott's Curve Sec, Sunset 9862
Hwy. SE of Jewell Junction.
(grading,pav, & drainage)

cc: Kullen

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Tillamook	DIVISION Oregon
DATE OF REPORT 6/11/87	REPORT MADE BY Larry Heil, Assistant Area Engineer		PROJECT NO. HES-27-1(11)
COMPLETION DATE (Actual) 11/16/84	ACCEPTANCE DATE BY CONRTACT AGENCY 3/11/16	TIME ELAPSED 117 %	CONTRACT TIME SCD 10/31/84

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MOTT'S CURVE
SUNSET HIGHWAY
Slide Correction

This was a slide correction project involving construction of a deep shear key beneath the roadway embankment. During excavation of the shear key, slight slide movement was detected. The shear key was immediately redesigned to remove some of the slide's driving forces.

The contract was awarded to Bracelin-Yeager Excavating & Trucking on 7/20/84. Work started 7/30/84 and was completed 11/16/84. A 16 day time extension was granted due to the slide redesign during construction. The final project cost of $715,390 overran the original authorization by 79% due to the slide correction quantities being underestimated originally. There were no claims.

No slide movement has occured since the key was completed. The project was completed in accordance with the contract requirements. Acceptance is recommended.

- LMH -

RECEIVED
STATE HWY ENGR
AUG 20 '87
REFER TO

5

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Lawrence M. Heil		SIGNATURE	
TITLE Assistant Area Engineer	DATE 6·17·87	TITLE District Engineer A	DATE 6/24/87

FORM FHWA 1446B
(Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

April 17, 1986

CON 5 - #9862

Industrial Indemnity Company
421 S. W. 6th Avenue
Portland, OR 97204

On April 2, 1986, we wrote to you concerning release of final payment on Contract No. 9862 awarded to Bracelin-Yeager Excavating & Trucking, Inc. for work on the Mott's Curve Section of Sunset Highway in Tillamook County.

Final payment on this contract is $9,162.94 and the total contract amount is $661,987.86 including $14,956.34 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Bracelin-Yeager Excavating
& Trucking, Inc.
3055 Ocean Blvd.
Coos Bay, OR 97420

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

9862

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9862

TO: Robert Gormsen
Manager, Commission Services

DATE: March 11, 1986

FROM: [illegible] E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9862 , On Site Work Substantially Completed November 16, 1984
All Work Completed	October 28, 1985
Project	Mott's Curve
Highway	Sunset
County	Tillamook
Type of Work	Grading, Paving and Drainage
Contractor	Bracelin-Yeager Excavating & Trucking

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

4-2-86 - Surety letter written.

noted Gormsen

RECEIVED
MAR 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]

.jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-27-1(11)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Tillamook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30082

6. TO

1-2-86

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE June 11, 1985

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:
Mott's Curve Section

11. GENERAL DESCRIPTION OF WORK
Installation of an inclinometer tube and two horizontal drains

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 6-11-85 as requested in Mr. Fredrickson's letter of 1-10-86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 2 is approved to a TEC of $7,500; Federal Funds $6,750.

RECEIVED
STATE HWY ENGR
JAN 23 '86
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to 1/23

14. DATE 1/21/86

15. SIGNATURE OF APPROVING OFFICIAL D. K. Hosner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Mott's Curve

WEEK ENDING: November 16,1985

SECTION PREFIX: C09862/000

HIGHWAY: Sunset

COUNTY: Tillamook

NAME OF JOB: Mott's Curve

KIND OF WORK: Grading, Paving.

CONTRACTOR: Bracelin-Yeager

CONTRACT NUMBER: 9862

FEDERAL AID PROJECT NUMBER: HES-27-1(11)

DATE OF CONTRACT: July 20, 1984

DATE WORK STARTED: July 30, 1984

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK.
MEN: 0 SUPERVISION 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: October 31, 1984

PERCENT OF TIME ELAPSED

PROJECT AUTHORIZATION: $ 699,428

EXCLUSIVE OF ENGINEERING: $ 643,967

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 666,374

ENGINEERING AUTHORIZATION $ 55,461
This Week 0

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ENGINEERING COST TO DATE $ 53,817

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 5 %

PERCENT OF AUTHORIZATION . . . . . . 97 %

DATE PROJECT WAS COMPLETED: November 16, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
100	100	100	100	Emb in Pl	Stone Emb

	Gen Exc. GRADING	SURFACING	MAINTENANCE MATERIALS	1"-0 Agg base OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.27	0.27	0.06	0.27	0.27
MILES PARTIALLY COMPLETED	0.25	0.0	0.0	0.7	0.7
MILES COMPLETED	0.0	0.0	0.0	0.0	0.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	52,471cy	18,089cy	27,748cy	3,600tn	1,350tn
TOTAL QUANTITIES CORRECTED TO DATE	60,287cy	28,897cy	26,398cy	4,253tn	1,547tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	60,287cy	28,897cy	26,398cy	4,253tn	1,547tn
AVERAGE DAILY QUANTITIES	900cy	0cy	0cy	0tn	0tn
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Comp	Comp	Comp	Comp	Comp
NUMBER OF SHIFTS PER DAY	1	0	0	0	0
HOURS PER SHIFT	10	0	0	0	0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		16		
MONDAY		16		
TUESDAY		16		
WEDNESDAY		16		
THURSDAY		16		
FRIDAY		16		
SATURDAY		16		

CONTR. NO: 9862 DATE: November 16,1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity.
MONDAY	No Activity.
TUESDAY	No Activity.
WEDNESDAY	No Activity.
THURSDAY	No Activity.
FRIDAY	No Activity.
SATURDAY	No activity.

REMARKS

STATUS: Semi-final data submitted to Region 1 on November 15,1985. This will be the last weekly report submitted.

THIS WILL BE THE FINAL REPORT.

VISITORS: None

NEXT WEEK:

SIGNED Walt Bart LOCATION

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

Sylvan

January 15, 1985

CON

Bracelin-Yeager Excavating
& Trucking, Inc.
3055 Ocean Boulevard
Coos Bay, Oregon 97420

Time Extension Request
Mott's Curve
Contract No. 9862
FAP No. HES-27-1(11)

Your request for additional contract time in which to complete the above project has been carefully reviewed.

A contract time adjustment of an additional 16 calendar days is granted due to the perfromance of extra and additional work on the project.

The adjusted contract time of completion for this contract is November 16, 1984. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Al Harwood w/att.
Walt Bartel w/att.
Bruce Walton

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: November 29, 1984

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: MOTT'S CURVE
Sunset Highway
Contract No. 9862

Attached is a Contractor's Request for Adjustment of Contract Time in which the contractor is requesting a 30 calendar day time extension. Walt Bartel has listed some pertinent dates relative to the contract, and has listed several items of extra work and price agreement work in which extra time was used to complete the work.

Walt's analysis shows 19 work days used in the performance of this extra work. The contractor used 16 extra days in completing the project, and my recommendation is to grant the 16 calendar day time extension due to the extra work performed.

MC/gw
Attachment
cc Walt Bartel

CE___ CAE___ RECEIVED LS___ TC___
COE___ OM___ SA___ CC___
CA___ NOV 30 1984 FE___
CAM___ MA___
CP___ CONSTRUCTION QCS___
EEO___ SECTION FILE___

1-8-85

W. E. Schwartz -

I concur with Region and Project Manager and recommend a time extension of 16 calendar days due to the performance of extra and additional work.

O. B. Jackmond

47

1 ✓ 2 Duane

3 Karen RK

December 6, 1984

MEMO

FROM: Donald L. Trout
Final Project Coordinator
OREGON STATE HIGHWAY DIVISION
Road Design Section
378-6558

On 11-28-84 a Mark Parker called regarding a slide project we had on the Sunset Highway @ about Mile Point 32 or 33. It was not clear to me who he represented or exactly what he wanted. In attempting to return his call for discussion I reached his answering service and it was evident he may represent Oregon Claims Service Pioneer Adjustment. The project of his concern is apparently our Motts Curve Section.

On 11-29-84 Parker returned my call of the 28th. I tried to find out who he represented, but he said to consider he was only seeking information as an individual. We discussed the Motts Curve project. He seemed to have two basic questions.

1. How do we handle a slide problem of this type? and

2. Does the State or our contractor usually take a series of pictures as events take place, especially during construction?

In answer to his first question I explained that many times we first build a temporary detour around a slide with our maintenance forces. We then make a survey, a geological study, develop plans and specifications and award a contract for construction. I explained there may or may not be pictures taken during the survey and/or construction.

I further explained our procedure of assigning a project manager for the survey and construction and the fact that a District Maintenance Supervisor is then responsible for the operation and maintenance of the highway after it is built. He asked for nothing more.

This request was somewhat unusual in nature in that I suspect Parker may have more of an interest than that of an individual and the fact he was asking questions about a specific area and/or project. At one point in our discussion I asked if his concern related to an accident. His reply was there may have been an accident there long ago.

On 11-30-84 I talked with Bill Geibel, District Maintenance Supervisor, over the area being discussed. He said there was a fatal accident at this site last summer. He suggested any further questions regarding this site or our Motts Curve project be referred to our attorney and/or the Risk Management Unit of General Services.

DLT:bn
cc: Jack Sollis, Legal
sent BN General Services, Risk Management
Division, Claims Section

Overall Length Of Project - 0.2

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

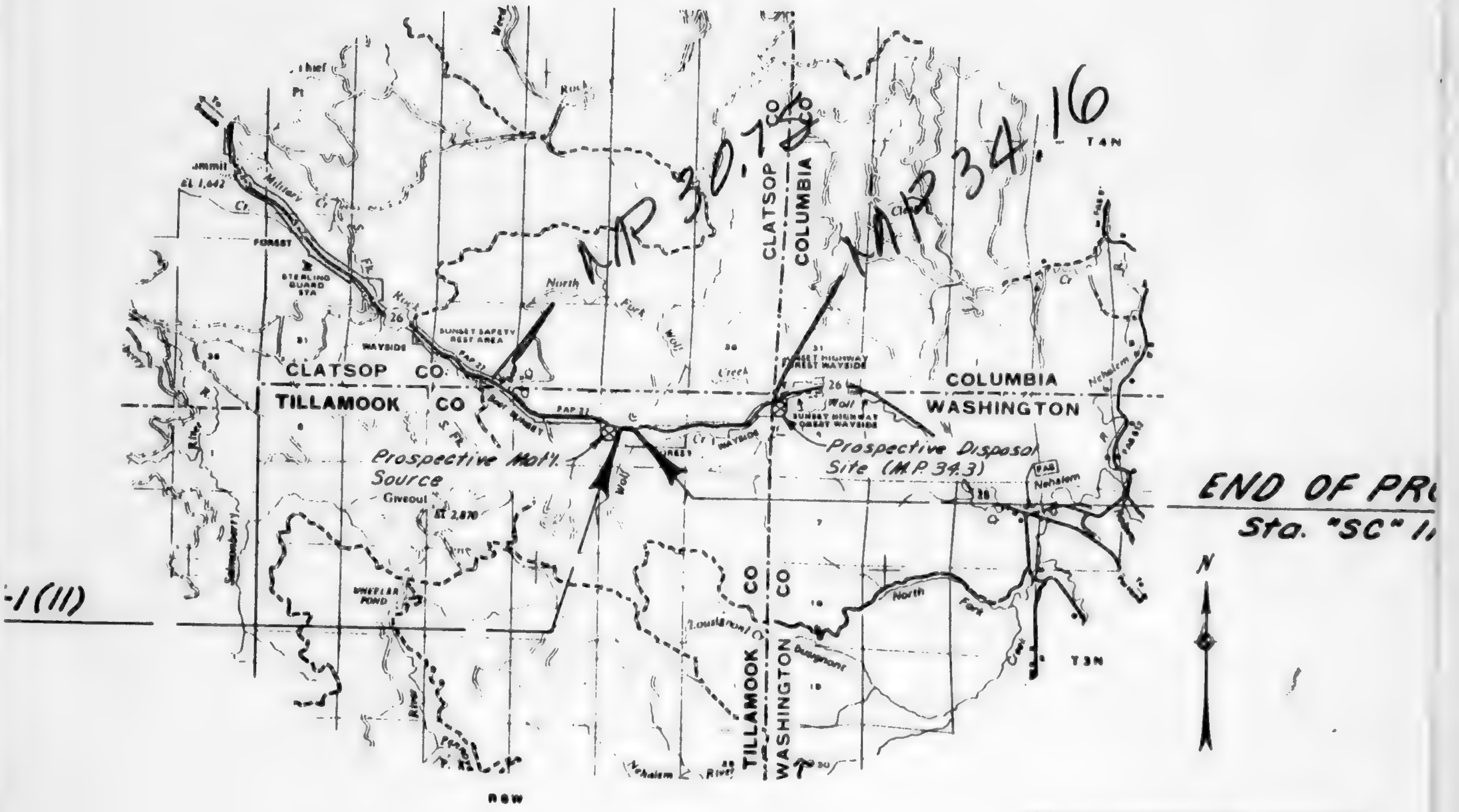
GRADING, PAVING & DRAINAGE

MOTT'S CURVE SECTION

SUNSET HIGHWAY

TILLAMOOK COUNTY

JULY, 1984


MP 30.75
MP 34.16
CLATSOP CO
TILLAMOOK CO
CLATSOP CO
COLUMBIA CO
COLUMBIA
WASHINGTON
TILLAMOOK CO
WASHINGTON CO
Prospective Mat'l. Source
Prospective Disposal Site (M.P. 34.3)
Sterling Guard Sta
Sunset Safety Rest Area
Wayside
Sunset Highway Forest Wayside
Military Cr
North Fork Wolf Creek
Giveout EL 2,870
Wheeler Pond
Nehalem
Nehalem River
END OF PR
Sta. "SC" 1
-1(11)
T4N
T3N
R6W
N

Sketch Map

Scale 0 1 2 Miles

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J Brix	VICE CHAIRMAN
Robert F Dwyer	COMMISSIONER
N B Giustina	COMMISSIONER
Samuel T Naito	COMMISSIONER
Fred D Miller	DIRECTOR OF TRANSPORTAT

Memo ~~11-29-84~~

WKP
OSHD
RDS

On 11-28-84, a Mark Parker called regarding a slide project we had on the Sunset Highway @ about Mile Point 32 or 33. It was not clear to me who he represented or exactly what he wanted. In attempting to return his call for discussion I reached his answering service & it was evident he may represent Oregon Claims Service Pioneer Adjustment. The project of his concern is apparently our Motts Curve Section.

IP On 11-29-84 ~~Today~~ Parker returned my call of yesterday. I tried to find out who he represented but he said to consider he was only seeking information as an individual. We discussed the Motts Curve project. Today he seemed to have two basic questions

1. How do we handle a slide problem of this type? and 2. Does the State or our contractor usually take a series of pictures as events take place, especially during construction?

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STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 11-273 PROJECT REPORT NUMBER MODIFICATION NUMBER 2	U.S. Department of Transportation **Federal Highway Administration**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**

Form Approved; O M B No. 04-R2089

State
Oregon

County
Tillamook

Project Number
HES-27-1(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 22, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 748,860	$ 867,665
Federal funds	$ 673,973	$ 780,898
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of November, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 16, 1984

FEDERAL AID PROJECT NO. HES-27-1(11)

Mott's Curve Section
Sunset Highway
Tillamook County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 50,000.00

TYPE CODE SFTY
Slide Correction (Sta. "SL" 99+00 to Sta. "SL" 113+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Borrow Excavation	$ 2.89	18,089	$ 52,277.21	43,710	$126,321.90
General Excavation	2.49	52,471	130,652.79	66,300	165,087.00
1"-0 Aggregate Base	10.00	3,600	36,000.00	4,253.17	42,531.70
SUBTOTALS			$218,930.00		$333,940.60

Increase	$ 115,010.60
Subtotal from Revised Estimate of July 31, 1984	565,236.80
Subtotal	$ 680,247.40
Engineering	80,100.60
Total	$ 760,348.00

Length of Project ---------------- 0.0 mi.

RETAINED IN RESERVE

Total from Revised Estimate of July 31, 1984	$ 57,317.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 50,000.00	$ 45,000.00	$ 5,000.00
Slide Correction	760,348.00	684,313.00	76,035.00
SUBTOTAL	$ 810,348.00	$ 729,313.00	$ 81,035.00
Reserve	57,317.00	51,585.00	5,732.00
TOTAL	$ 867,665.00	$ 780,898.00	$ 86,767.00

Group 1: 100%
Contract No. 9862
Prefix: 29-1985
Prefix: 29-1021

WH:me

G462

STATE COPY

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	8-60
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8-6-84

Form Approved; O M B No. 04-R2089

State	OREGON
County	TILLAMOOK
Project Number	HES-27-1(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 22, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 50,000	$ 748,860
Federal funds	$ 45,000	$ 673,973
Other revisions		

This modification is made for the following reasons: To include contract construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of August, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 31, 1984

FEDERAL AID PROJECT NO. HES-27-1(11)

MOTT'S CURVE SECTION
SUNSET HIGHWAY IN TILLAMOOK COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE

Preliminary Engineering	Lump Sum	All	--	$ 50,000.00

TYPE CODE SFTY
SLIDE CORRECTION (Sta. "SC" 99+00 to Sta. "SC" 113+50)

Mobilization	Lump Sum	All	--	45,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	--	1,500.00
Temporary Signs	Sq. Ft.	325	6.00	1,950.00
Temporary Barricades	Each	5	100.00	500.00
Temporary Guard Rail, Type 2A	Lin. Ft.	850	8.00	6,800.00
Temporary Concrete Barriers	Lin. Ft.	350	13.50	4,725.00
Moving Temporary Concrete Barriers	Lin. Ft.	350	2.50	875.00
Temporary Plastic Safety Markers	Each	13	70.00	910.00
Temporary Delineators	Each	10	18.00	180.00
Flaggers	Hour	400	15.00	6,000.00
Clearing and Grubbing	Lump Sum	All	--	14,000.00
Removal of Structures and Obstructions	Lump Sum	All	--	1,000.00
Borrow Excavation	Cu. Yd.	18,089	2.89	52,277.21
General Excavation	Cu. Yd.	52,471	2.49	130,652.79
Stone Embankment	Cu. Yd.	27,748	5.60	155,388.80
Trench Excavation	Cu. Yd.	366	5.00	1,830.00
Finishing Roadbed and Slopes	Lump Sum	All	--	4,500.00
Watering	M-Gal.	125	14.00	1,750.00
1"-0 Aggregate Base	Ton	3,600	10.00	36,000.00
Class "C" Asphalt Concrete	Ton	1,350	39.50	53,325.00
12-inch Culvert Pipe	Lin. Ft.	130	17.00	2,210.00
18-inch Culvert Pipe	Lin. Ft.	194	27.00	5,238.00
Extra for Pipe Under Pavement	Lin. Ft.	76	8.00	608.00
Concrete Inlets, Type "D" Modified	Each	1	350.00	350.00
Concrete Inlets, Type G-2MA Modified	Each	2	450.00	900.00
12-inch Drain Pipe	Lin. Ft.	450	6.00 16.00	7,200.00
Gravel in Drains	Cu. Yd.	62	17.00	1,054.00
Guard Rail, Type 2A	Lin. Ft.	625	12.00	7,500.00

Guard Rail Anchors, Type 1	Each	2	325.00	650.00
Rail End Pieces, Type C	Each	2	75.00	150.00
Extra for Asphalt Approaches	Each	3	150.00	450.00
Drainage Curb	Lin. Ft.	550	2.50	1,375.00
Geotextile Fabric in Drains	Sq. Yd.	450	2.00	900.00
Geotextile Fabric in Stabilization	Sq. Yd.	2,500	1.20	3,000.00
Delineators, Type 2	Each	32	20.00	640.00
Delineators, Type 4	Each	8	11.00	88.00
Seeding, Fertilizing, Mulching and Tacking	Acre	4	740.00	2,960.00
Erosion Netting	Sq. Yd.	1,600	1.25	2,000.00
				$556,436.80

ANTICIPATED ITEMS

Permanent Pavement Striping	Lump Sum	All	--	$ 2,300.00
Temporary Pavement Striping	Lump Sum	All	--	1,500.00
Temporary Erosion Control	Lump Sum	All	--	5,000.00
				$ 8,800.00
		SUBTOTAL		$565,236.80
		Engineering		76,306.20
		TOTAL		$641,543.00

Length of Project --------------------- 0.0 mi.

RETAIN IN RESERVE

Slide Correction	Lump Sum	All	--	$ 50,000.00
Permanent Signing	Lump Sum	All	--	500.00
		SUBTOTAL		$ 50,500.00
		Engineering		6,817.00
		TOTAL		$ 57,317.00

SUMMARY OF FUNDS (90.0%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Preliminary Engineering	$ 50,000.00	$ 45,000.00	$ 5,000.00
Slide Correction	641,543.00	577,388.00	64,155.00
SUBTOTAL	$691,543.00	$622,388.00	$69,155.00
Reserve	57,317.00	51,585.00	5,732.00
TOTAL	$748,860.00	$673,973.00	$74,887.00

Group 1: 100%
Contract No. 9862
Prefix: 29-1985
Prefix: 29-1021

NONPARTICIPATING STATE WORK

State Responsibility for Damages	Lump Sum	All	--	$500.00

WH:pf

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO.
4-116

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

4-22 83

State
Oregon

County
Tillamook

Project No.
HES-27-1(11)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26 1.5 mi. E. of Clatsop Co. Line E. 0.6 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4-14-83	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 50,000.00	$ 45,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry C. Potter

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator APR [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon April 20, 1983

Federal-Aid Project
No. HES-27-1(11)

Mott's Curve Section
Sunset Highway in Tillamook County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 50,000.00
	Total	$ 50,000.00

Length of Project --------- 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 50,000.00	$ 45,000.00	$ 5,000.00
Retain in Program			
Contract Work	350,000.00	315,000.00	35,000.00
Total	$ 400,000.00	$ 360,000.00	$ 40,000.00

Group 1 100%
Prefix: 29-1985

STATE COPY

rll

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

cc: OSHD (Coulter)

(Check appropriate box)

☒ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
OCT 22 '84
REFER TO Fredrickson
FOR
Info Inves R/D D/R Sign Act File

REGION NO. 10	REPORT NO. 1	COUNTY Tillamook	DIVISION Oregon

IN COMPANY WITH Walt Bartel and Art Sasse, OSHD

DATE OF INSPECTION 9/25/84	INSPECTION MADE BY Original Signed by T. P. Lowe, Area Engineer	PROJECT NO. HES-27-1(11)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED N/A %	WORK COMPLETED 35 %

MOTT'S CURVE
SUNSET HIGHWAY
Grading & Paving

NOTED
W. E. SCHWARTZ

This is a slide correction project involving excavation below the slip plane of an embankment slide and constructing a rock key to resist the shearing action of the slide.

During excavation the slide began to move. The State geotechnical section re-evaluated the design at that time and redesigned adding an additional bench in the face of the slide. This change resulted in a cost of about $30,000. The contractor agreed to do the additional excavation work at an extension of contract unit prices. A price agreement covering this change is being prepared. Ron Chassie of our Regional Office reviewed the design with the State geotechnical section.

Payment for the embankment to be constructed on this project was set up for borrow measure. The contractor has had to stock pile excavation at numerous locations up and down the Sunset Highway so the project manager has negotiated a change from borrow measure to embankment measure using a 14% shrink factor.

It now appears the project will be complete by the specified completion date of October 31, 1984. However, due largely to the extra excavation work mentioned above it is not likely that the earth work will be done in time to finish paving by the September 30 paving deadline.

Form FHWA-1446A
(Rev. 2-84)

(Supersedes FHWA-1446 dtd 12-73 & FHWA-1446A dtd 12-73 which are not to be used)

The Sunset Highway is an important arterial and therefore, it is in the public interest to allow a slight extension of the paving deadline if necessary.

The rock key now has been constructed about 10 feet above the slide slip plane. Therefore, the risk of failure during construction has substantially reduced.

At the time of the inspection the contractor was hauling rock for the rock key and excavating the key simultaneously.

- 9862

July 25, 1984

Bracelin-Yeager Excavating & Trucking, Inc.
3055 Ocean Boulevard
Coos Bay, OR 97420

CON 5
#9862

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9862 for work on the Mott's Curve Section of the Sunset Highway in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Encl.

cc: Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Bruce Walton
Walt Hart
Jan Peterson
Duane Christensen
Walt Bartel

BRACELIN - YEAGER

EXCAVATING AND TRUCKING, INC.

3055 OCEAN BLVD. • COOS BAY, OREGON 97420

TELEPHONE 503 269-1915

July 13, 1984

Office of Commission Services
Room 121
State Transportation Bldg.
Salem, Oregon 97310

Re: Mott's Curve Section, Sunset Highway
Grading, paving and drainage project.

Gentlemen:

The following is the Disadvantage Business Enterprise sub-contractor we propose to use on the above named project:

Arrow Brothers Corp.
310 AGC Center
9450 Commerce Circle
Wilsonville, Oregon 97070

Item 5	$6,800.00
Item 6	4,725.00
Item 7	875.00
Item 9	180.00
Item 12	1,000.00
Item 28	7,500.00
Item 29	650.00
Item 30	150.00
Item 35	640.00
Item 36	88.00
Total	$22,608.00

Sincerely,

Irvin Yeager

Irvin Yeager
President

IY/bjf

RECEIVED
JUL 16 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

4162 +

rll

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIS ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-27-1(11)

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Tillamook

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 30082

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig w/ [illegible] 6/27

RECEIVED
STATE HWY ENG
JUN 27 '84
REFER TO Potter
FOR
Info | Joyes | R/D | D/R | Sign | Act

7. DATE AUTHORIZATION EFFECTIVE: 6/20/84

8. FEDERAL ROUTE NUMBER: Primary 27

9. STATE ROUTE NUMBER: Primary 47

10. GENERAL LOCATION:

Mott's Curve Section

11. GENERAL DESCRIPTION OF WORK

Slide Correction

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate deated 6/18/84.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 6/18/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $746,868; Federal Funds $672,180.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE: 6/20/84

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

16. TITLE: for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9&62

47

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: G. A. Potter
Program Section Manager

DATE: May 8, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Project Cost Review
Title II Hazard Elimination Program
Mott's Curve (Tillamook County) Section
Sunset Highway
HES-27-1(11)

After receiving our letter of May 2, 1984, Region I informed us that another fatal accident had occurred at Mott's curve.

With the addition of this accident the entire project cost, which is now estimated to be $750,000, can be justified for HES.

Please igrore our previous letter as additional funding will not be needed.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

RHB

cc: E. L. Hardt
D. R. Adams
J. L. Gaither

RECEIVED
MAY 9 1984
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By FINAL DESIGN ENGINEER

81-125-1307

7262

47

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: G. A. Potter
Program Section Manager

DATE: May 2, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Project Cost Review
Title II Hazard Elimination Program
Mott's Curve (Tillamook County) Section
Sunset Highway
HES-27-1(11)

The present estimated cost of the subject project now exceeds $750,000 which is more than can be justified for the Hazard Elimination Program.

A review of the accident history at this location indicates that a lump sum of $600,000 can be justified for HES. We therefore recommend that HES participation be limited to that amount and that other sources be found for all additional project costs.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

RHB

cc: E. L. Hardt
~~D.~~ R. Adams
J. L. Gaither

REFERRED TO
Menn Henry
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King Bedford Lee
[✓ Return] Discuss Do File Dee
By FINAL DESIGN ENGINEER

This letter is outdated.
Informed by Bladorn 5/7/84 that
this project can be fully funded HES.
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RECEIVED
MAY 3 1984
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81-125-1387

G o2 rll

4-1/.83

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-27-1(11)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Tillamook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30082

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/14/83	8. FEDERAL ROUTE NUMBER Primary 27	9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:
Mott's Curve Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION - including utility preparatory work TEC $50,000 - F.F. $45,000
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 4/7/83.

RECEIVED
STATE HWY ENGR
APR 18 '83
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig to
4/18

14. DATE 4/14/83	15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

RECEIVED
STATE HWY ENGR
APR 15 '83
REFER TO
FOR
Info Invcs R/D D/R Sign Act File

[illegible] 4/15

April 11, 1983

Gene & Lottie Roehn
Box 269
Seaside, OR 97138

Inflation and reduced gasoline sales have resulted in the deterioration of the Oregon State highway system at a rate that is distressing to us all. I certainly share your concern about the condition of the Sunset Highway, but you should realize that the same problems exist in nearly all state highways throughout Oregon.

[illegible] #9688

Currently, a state highway project is underway to improve the junction of the Sunset and Fishhawk Falls Highways east of Elsie. In addition, another project has been contracted to place reflective markers on the centerline of the Sunset Highway, M.P. 53.10 to M.P. 74.62, similar to those you have seen on the Oregon Coast Highway during the past couple of years. I think you will find those placed on the Sunset Highway to be equally effective.

Two years ago, the Sunset Highway, from Cannon Beach Junction to Necanicum Junction, was overlayed, and the Highway Division has received many supportive comments regarding this improvement.

Several years ago, the Sunset Highway was four-laned and completely rebuilt from Saddle Mountain Road Junction to just beyond the David Douglas Summit.

A project is scheduled on the Highway Division Six-Year Program to correct the two areas where the Sunset Highway sinks each year at milepoint 15 and milepoint 19.9.

The initial work on the Quartz Creek Bridge--installation of an ice detection system and ice signs--has been completed. Later this summer, the bridge will be overlayed with a new type of material that lowers the freezing temperature of the surface.

Slide areas are being investigated for further corrective work, if and when financing becomes available.

These projects are mentioned only to inform you that there currently are, and have been, numerous improvements made to the Sunset Highway. I can assure you that this Highway, along with all other highways in the State of Oregon, will be closely monitored. As resources allow, those areas of greatest concern will be corrected.

Sincerely,

Victor Atiyeh
Governor

VA:bb

bc: Highway Division ✓

DOT RECEIVED
MAR 2[illegible] 1983
Governor's Office

PLEASE RETURN
ORIGINAL LETTER
03348

Please prepare a response
for the Governor's signature
by 4-8
Thank you.

Governor Vic Atiyeh
Salem, Oregon

Dear Governor:

Here are some clippings from the Daily Astorian.

They show what has been done and what is yet todo on Hwy 26 – Sunset Highway.

The article on General Miller and General McCarter is particularly pertinent.

You might consider this letter as a progress report. We people on the North Coast have an urgent and abiding feeling for this stretch of Highway. It is essential for our econimic well-being and we do not want any more unecessary deaths on it.

Thank you for your interest in our area.

Sincerely
Gene + Lottie Roehm
Box 269
Seaside OR 97138

RECEIVED DOT DIRECTOR
MAR 30 '83
REFER TO Bell
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DOT
Highway

3-23-83

Please prepare a response
for the Governor's signature
by 4-4
Thank you.

03308
PLEASE RETURN
ORIGINAL LETTER

RECEIVED
MAR 24 1983
Governor's Office

Governor Vic Atiyeh
Salem, Oregon

Dear Governor:

We know you are faced with problems beyond counting in our State, and we can see that you are working unceasingly to solve them. We wish for you success in your efforts in behalf of all of us.

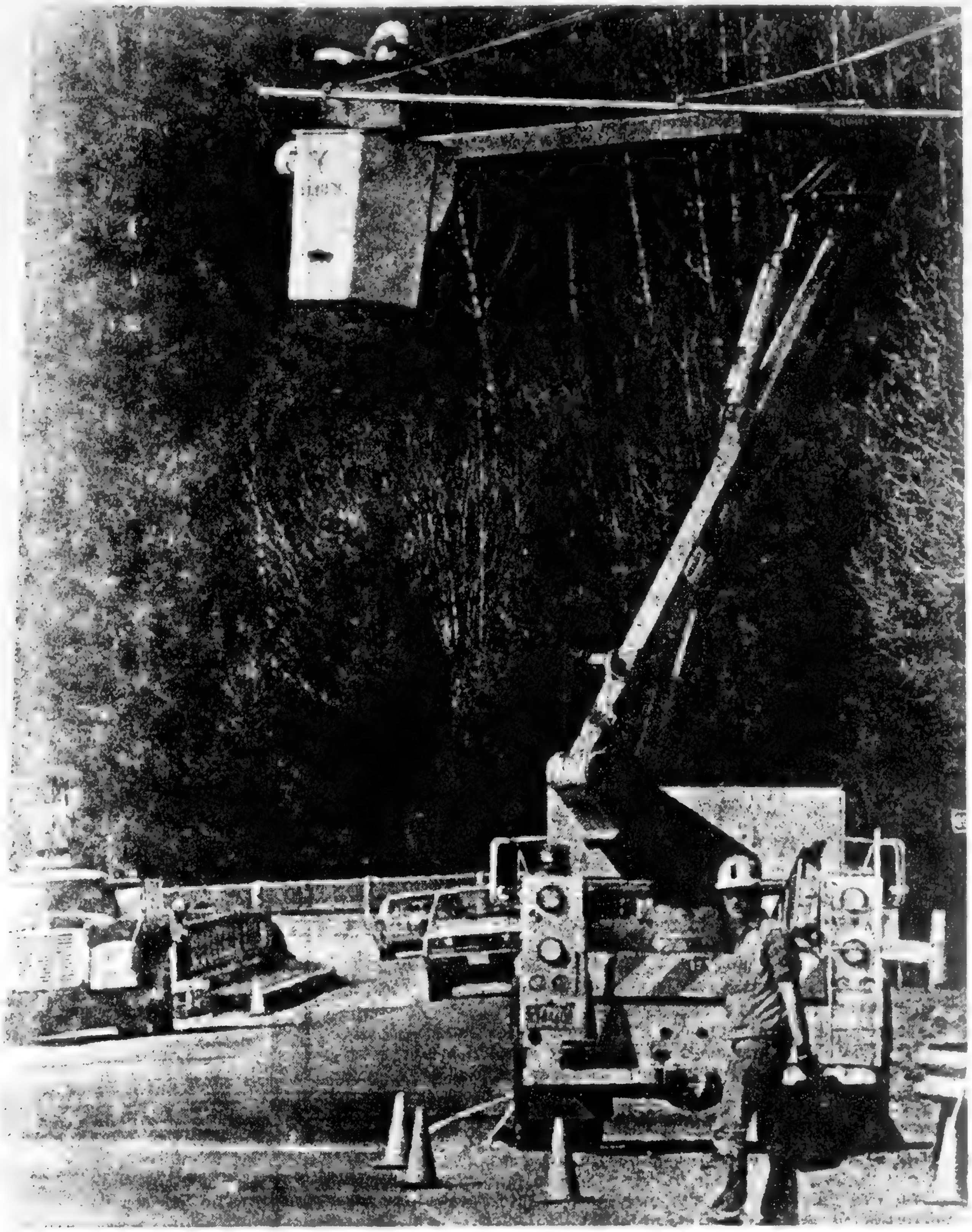
The condition of the Sunset Highway is a small need among the many of our state, but it is a great Big need to Clatsop County. This life line of ours is in sad shape. The recent band-aid work at Dead Man's Curve and the Quartz Creek Bridge are only a part of the dangerous condition of a lot of the highway. It is a shame that someone has to be killed before anything is done. We hope a permanant over haul can be done. We personally are in favor of additional gas tax or whatever it takes to get enough money to do the job.

Best regards for your successful Term.

Respectfully
Gene & Lottie Roehm
Box 269
Seaside OR 97138

RECEIVED
DOT DIRECTOR
MAR 25 '83
REFER TO
Bell
FOR

Info	Inves	R/D	D/R	Sign	Act	File



The Daily Astorian—BILL WAGNER

Bridge gets warning signs

[illegible] Highway Division workers were busy [illegible] the wiring for temperature-[illegible] warning signs on approaches to the [illegible] Bridge on Highway 26 Thursday [illegible]. The signs hang over the road and [illegible] to light up when the air temperature drops below 35 degrees. The [illegible] "Ice" will warn motorists of potentially treacherous conditions.

The signs are expected to be operational next week.

Installation of the signs is an outgrowth of a campaign led by Seaside physician Dr. John O'Donovan to make the Sunset Highway safer.

Military forces join battle on Highway 26

Sunset Highway

The Oregon Military Department is throwing its weight behind the drive to eliminate the dangerous conditions on Highway 26, in a section centered on the Quartz Creek Bridge, and the Highway Division, Department of Transportation, is applying for special funding to eliminate still another dangerous spot on the highway, known locally as "Dead Man's Curve."

During winter months it has been frequently necessary to cancel training sessions at Camp Rilea completely because of dangerous road conditions on Highway 26, over which most of the soldiers, reservists and National Guard troops must travel, Major General Richard A., Miller, Adjutant General of the Oregon Military Department, wrote in a letter to Dr. John O'Donovan of Seaside, unofficial leader in the Highway 26 improvement drive.

Brigadier General Richart McCarter, Post Commander at Camp Rilea, said that, "with the greatly inceased use of Camp Rilea in the last several years, the probability of an accident involving our people rises accordingly. We feel something must be done in an immediate basis" about the dangerous conditions in the Quartz Creek Bridge section of the highway.

Assistant State Highway Engineer for operations W.E. Schwartz told Dr. O'Donovan in a recent letter that "with respect to the section of the highway known to us as 'Mott's Curve' and which you refer to as 'Dead Man's Curve,' we are making application to the Federal Highway Administration for special funding for a project to correct the unstable foundation condition. We are hopeful we will be able to design a project that will correct the problem with the funding that is available under this program."

That section of the highway traverses an area of weak and unstable supporting soils, Schwartz said, and it taxes the capability of the department to keep the highway in a safe condition for drivers.

Gen. McCarter said that, "Oregon National Guard personnel at Camp Rilea are totally supportive of the campaign to make Highway 26 a safer road to travel."

"All of us are aware of the extremely dangerous driving conditions which exist, particularly the stretch of highway between Elderberry Inn and the summit, which includes the Quartz Creek Bridge," he added.

Obviously, Gen. McCarter said, the long-range solution must include rebuilding the whole section of the highway to provide a new and wider bridge on a straight axis rather than on a curve as at the present.

1983 travel year seen best in 10

1983 is going to be a banner year for travel on the Oreegon Coast, Oregon Coast Association executive director Gene Magee said at a meeting of the OCA directors in Gearhart last week.

"It looks like we're heading for one of the best travel years we've had for 10 years," Magee said.

Magee told of work being done by the organization, which he said is "like a coastal chamber of commerce," to keep pressure on the Oregon Highway Division to upgrade Highway 101, with the target now being a section north of Lincoln City.

"We have discovered that we're losing a lot of traffic (off Highway 101) north of Lincoln City," he said. "That section from Neskowin to the Little Nestucca River is the worst section of the highway. It's not in the (Highbway Departments) 6-year plan (for construction), but we've passed a resolution urging the Highway Department to put it back in the plan."

Magee said the coast association is working with the Travel Information Council to develop a marketing program for tourism development in addition to the advertising program the state agency is presently using and that work is being done to improve the highway logo-sign program, which he said is designed to inform travelers of off-highway businesses and recreational offerings.

"I'm very impressed with what's happening in Seaside," he said. "I'm sure you're going through some construction problems, but it's going to be an asset in the future."

bridge gets some help

By TONY MEYER
Of The Daily Astorian

Temperature-activated warning signs are being installed on the Quartz Creek Bridge to warn motorists of treacherous driving conditions during cold weather.

But the Seaside doctor who spearheaded the campaign to reduce road hazards on Highway 26 at the bridge says more needs to be done.

"It is a fine first step," said Dr. John O'Donovan, whose campaign to reduce road hazards on the bridge began several months ago.

"I think that is a really good start," O'Donovan said. "But there still are a lot of hazards and dangers that need to be corrected. We will keep plugging away."

The announcement that the state Highway Division was installing the signs came Wednesday from state Sen. Charles Hanlon, D-Mountaindale. "This is evidence that the government will respond to citizens' pleas, even in this bureaucratic age," Hanlon said.

Bill Geibel, district maintenance supervisor for the Highway Division in Portland, told The Daily Astorian that the signs should be operational next week.

The neon signs, he said, are activated when the air temperature drops below 35 degrees. Geibel said the signs have lighted letters 10 to 12 inches high that spell "Ice." The signs will be cantilevered over the road, he said.

Geibel said the signs aren't a permanent installation. The real solution, he said, will come this summer when a new pavement overlay is ap-

[illegible] Page 4

Bridge

Continued from Page 1

plied to the road surface on the bridge.

The overlay will contain salt crystals for added traction. The salt crystals melt as the pavement wears, permeating the surface of the road and lowering the freezing temperature of the surface.

"It hopefully should be the solution to the problem," Geibel said. "The signs will stay up until we are convinced the pavement works."

O'Donovan, 57, still is receiving calls and letters of support from people who have had accidents or near misses on the bridge, which is about 26 miles southeast of Seaside.

"The people that have been writing and calling me still would like to see improvements made to another 12 miles of highway up there as well," he said. "The road is [illegible] a disaster up there."

One of the major improvements O'Donovan would like to see is stabilization of several [illegible] on the road near the bridge.

O'Donovan began the campaign while recuperating from injuries sustained in an auto accident on the

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Of The Daily Astorian

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See Bridge, Page 4

Bridge

Continued from Page 1

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"The people that have been writing and calling me still would like to see improvements made to another 12 miles of highway in there as well," he said. "The road is really a disaster up there."

One of the major improvements O'Donovan would like to see is stabilization of several slide areas on the road near the bridge.

O'Donovan began his campaign while recuperating from injuries sustained in an auto accident on the bridge in November. The accident resulted in the death of a [illegible]-year-old Forest Grove man.

O'Donovan, who said he "came awfully close to dying" from injuries sustained in the accident, said he began the campaign after he was "overwhelmed by the number of people concerned for my welfare."

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.: PRO 6-2

DATE: April 7, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:

D. E. Swan, P.E.
Program Control Engineer

SUBJECT: Project Data Submission
Item No. 30082
Project No. HES-27-1(11)
Mott's Curve Section
Tillamook County

Attached data consists of PR-1 forms with project maps, investigation report, Safety Priority Index System, Collision Diagram, pictures and sketch maps.

I request the following:

(1) Concurrence that this project qualifies for the "Timesavings Procedures" enumerated in FHPM 8-2-3.

(2) Authorization to proceed with all phases of preliminary engineering work necessary to obtain P.S. & E. approval at an estimated total cost of $50,000 with an obligation of $45,000 in Federal Funds.

DRH:lb

Att.

cc L. E. George
Edward L. Hardt
Jon Rose
Earl Mershon
✓ General Files

Form 734-3122

9862

March 29, 1983

John E. O'Donovan, MD, PC
580 Avenue U
Seaside, OR 97138

I certainly share your concerns for the safety of those who must drive Highway 26 at the Quartz Creek Bridge. This has been a very hazardous area, the site, unfortunately, of many accidents over the years. I'm deeply concerned about the Lerbacks' accident, and it is a relief to learn they were not seriously injured.

Thanks in part to your efforts to draw attention to the hazards, actions are being taken to make the Quartz Creek Bridge more safe for motorists. Since the February meeting of the Oregon Transportation Commission, the Highway Division has installed drainage pipe east of the bridge to keep water off the highway, where it often freezes.

A temperature-sensitive sign to warn motorists of unsafe conditions has also been installed. It will automatically flash its warning when temperatures drop to the point of freezing. It should be operating very soon, with the aid of a generator. I hope even more can be done to improve the safety conditions of the bridge this summer, funds permitting.

Your untiring work to call attention to this problem is greatly appreciated. I know you share my hope that the hazard is now, or will be soon, significantly reduced.

Sincerely,

Victor Atiyeh
Governor

VA:bb

bc: Highway Division ✓

JOHN E. O'DONOVAN M.D.P.C.

PHYSICIANS and SURGEONS

Family Practice
General Surgery

580 Avenue U
Seaside, Oregon
738-5571

February 23, 1983

Senator Bob Packwood
1002 NE Holladay Rm. 700
Portland, OR 97232

Dear Senator Packwood:

Yesterday, a representative of your office awarded your "Outstanding Senior Citizen Award" to Mr. and Mrs. Ray Lerback of Seaside, at the Chamber of Commerce luncheon.

The reason that I mention it is, Mr. and Mrs. Lerback and I are allied in an undertaking about which you should be interested and regarding which I am writing to elicit your support.

I feel that the enclosed clippings are self explanatory. Highway 26 between Elsie Oregon and Milepost 32 are in scandalous condition. There is a 2.5 mile stretch surrounding the Quartz Creek Bridge where dozens of people have died in the twenty years I have practiced here.

Approximately one week prior to the presentation mentioned above, Mr. and Mrs. Lerback were involved in their second accident on the bridge. Their automobile was totalled and Mrs. Lerback sustained some painful injuries.

We would like to request your support for a close scrutiny of this highway. It is our turn for top priority as the 400 plus communications I have had from the citizens and others will attest.

Hopefully,

John E O'Donovan

John E. O'Donovan, M.D., P.C.

JOD/ELC

SEASIDE Signal

Vol. 78 No. 5 Seaside, Oregon February 3, 1983 3 Sections, 24 Pages, 25 Cents

North Coast rallies for 'Blood Alley' cleanup

Since Seaside physician Dr. John O'Donovan started a drive aimed at getting something done about perennially-dangerous driving conditions along a 2-mile section of Highway 26, centered by the treacherous Quartz Creek Bridge, support has rolled in, including ervery city council from North Coast communities; scores of individuals and organizations.

Even the Highway Division has agreed that there's a problem, as Metro Region Engineer Edward L. Hardt told Seaside City Manager Larry Lehman in a letter after the city council expressed concern about the highway. Hardt said that, "some federal funding is available and we are currently developing projects that will, hopefully, reduce the accidents" at the bridge and Deadman's Curve, the site where former Seaside

unanimous motion, has urged the Department of Transportation to, "take the appropriate action necessary to reduce the danger to lives and vehicles traveling Highway 26 on and adjacent to the Quartz Creek Bridge."

Hugh McKenna, chairman of the Seaside General Hospital Board of Directors, is contacting all emergency personnel in the area who have answered calls for aid at accident scenes, Dr. O'Donovan said, and information from those contacts will be included in his packet.

Actually, he said, it is developing to where it isn't a matter of getting more information, more reports of accidents and suggested remedies, he's now trying to winnow through the mass of material on hand to develop a presentation for the Highway Commission. If he took all the material he has, there wouldn't be time for anything else on the agenda at the Feb. 14 meeting.

dividuals and organizations.

Even the Highway Division has agreed that there's a problem, as Metro Region Engineer Edward L. Hardt told Seaside City Manager Larry Lehman in a letter after the city council expressed concern about the highway. Hardt said that, "some federal funding is available and we are currently developing projects that will, hopefully, reduce the accidents" at the bridge and Deadman's Curve, the site where former Seaside councilman John Tuhy III died in the crash of his car.

Dr. O'Donovan said installation of flashing lights, changes in the surface of the bridge, warning signs, etc., are stopgap measures, not the final answer. And that's the message he'll be taking to Salem Monday, Feb. 14, when he has a date to testify before the Oregon Transportation Commission.

"There's at least six or seven big things wrong," with that section of Highway 26, he said, including underground water and springs, design errors, etc.

"The people around here know about the problems," he said. "They tell me they brought it up 35 years ago and nothing has been done." Now he says he's going to make sure the people in Salem know about the problem, too.

Dr. O'Donovan will have a bulging sack of letters and documents when he heads for Salem, he says, ranging from correspondence from Congressman Les AuCoin's office, individuals and groups, all pledging support and asking that corrective action be taken on the "Blood Alley" of Highway 26.

Officers from the Oregon National Guard have said they will contact Governor Vic Atiyeh about the problem, Dr. O'Donovan said, and personnel from the media in the metropolitan area, including the Oregonian, have been talking to him.

The Seaside Service Club Council, which includes 12 civic and service organizations, backed the safety drive in a letter signed by Pastor Rudy Johnson, president.

"...we strongly urge you to do something that will make the Quartz Creek Bridge and Deadman's Curve, in fact the whole of Highway 26 from the Tillamook Junction to Seaside, a safer highway," the letter stated. "Many of us have lost a friend through death, or suffered with a friend because of injuries (received) in accidents on Highway 26."

The Gearhart City Council, by

Icy bridge fix slated this year

By STAN FEDERMAN
of The Oregonian staff

Because of a determined campaign by a survivor of the infamous Quartz Creek Bridge on the Sunset Highway (U.S. 26), state highway engineers are developing a three-pronged safety program to make the structure less hazardous for motorists.

Located about two miles east of Elderberry Inn, the structure is often called the "Death Bridge" by worried Clatsop County residents.

It has been the scene of numerous accidents in recent years. A state Highway Division report noted 16 bridge accidents in the past six years in which there were 15 serious injuries and one death.

Area natives believe, however, the accident rate is much higher because many bridge mishaps go unreported.

The fatality occurred last November when a Forest Grove man died after he lost control of his car on the ice-slickened bridge and hit another car head-on.

Survivor fights back

The driver of the other vehicle was Dr. John O'Donovan, a longtime Seaside physician who suffered major injuries himself in the accident.

When he recovered, O'Donovan began a campaign to have the state take corrective measures to make sure the bridge did not take any more lives.

In less than three months, he has won wide support from area residents, the mayors of Cannon Beach, Seaside and Gearhardt, and such agencies as the Oregon National Guard and Seaside Chamber of Commerce.

Earlier this week, O'Donovan appeared before the Oregon Transportation Commission to plead anew for safety measures on the bridge.

He pointed out to commissioners that the bridge is dangerous because it is extremely narrow and located at the foot of a long down-grade. The grade is curved, he said, so that traffic going downhill tends to slide into the path of uphill traffic when there is ice on the bridge.

And ice is a factor on the bridge much of the year, O'Donovan said, because the bridge surface is always colder than surrounding areas.

"Often, the bridge can be covered with ice while the surrounding road is clear," he said.

This strange hazard, he said, is caused by a creek which flows down the side of a hillside by the bridge. Water from the creek often spills out on to the bridge because there is no culvert protection, O'Donovan said.

"Ice on the bridge is sometimes several inches thick," he said.

Another problem, O'Donovan said, is that the bridge lies in a natural fog bank. During many months, it is shrouded by fog and motorists cannot see the ice on its surface, he said.

Motorists drive on to the bridge at unsafe speeds, O'Donovan said, and cars immediately begin to skid.

"There have been so many cars that have skidded against the sides of the bridge, it looks like some kind of shell-marked war scene," O'Donovan said.

Scott Coulter, Highway Division administrator, told O'Donovan the state is seeking federal funds to completely overlay the bridge surface with an experimental material that will inhibit the formation of ice.

But because the material cannot be applied until summer, Coulter said, the division is proceeding with the installation of a temperature-actuated warning sign that will alert motorists when climate conditions exist which tend to cause ice formations on the bridge.

"We hope to have this sign installed soon to provide an added measure of safety this winter," Coulter said.

The highway chief also said the division is investigating a better drainage system for the spring water and surface water in the immediate bridge area that might be causing the ice problems.

O'Donovan feels such water is the major problem connected with the bridge.

There's more:
Metro/Northwest news on Page D7.

47

PROJEC. PROSPECTUS
PART 1 — PROJECT REQUEST

MCV0001

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Mott's Curve ~~Slide Correction~~ Section

REGION: Metro Region

STATE HIGHWAY # 47	HIGHWAY NAME Sunset		MILE POST FROM 32.2 TO 32.8	LENGTH 0.6
☐ URBAN ☒ RURAL	CITY	COUNTY Tillamook	ROAD/STREET NAME	
ROUTE # US26	FEDERAL AID # FAP 27	APPLICANT (IF OTHER THAN STATE)		

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ ~~44~~ 2 ~~51~~ 3-29-83	GRADING	(✓)	X	FILES	(#)
RIGHT OF WAY		$	PAVING	(✓)	X	ACRES	(#)
ROADWAY	$ 220		STRUCTURES	(✓)		RELOCATIONS	(#)
STRUCTURES	$		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING (S,C,A)	5
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING (S,C,A)	5
TEMPORARY PROTECTION	$ 30		Slide Excavation		X	RIGHT OF WAY DESCRIPTIONS (S,C,A)	---
Slide Excavation	$		ENVIRONMENTAL CLASS	(1,2,3)		RIGHT OF WAY ACQUISITIONS (S,C,A)	---
40% ENGINEERING & CONTINGENCIES	$ 100		DESIGN CATEGORY	(1-7)		CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 350	WORK TYPE	(1-12)		☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 394 ~~401~~					

~~FINANCING/ PROGRAMMING~~	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE Title II	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	---	---
SIGNALS (#)	---	---
BIKE PATH (Y/N)	---	---
AVERAGE DAILY TRAFFIC	3650	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM: A slide causing embankment failure has developed where a fill was placed across a sharply sloping draw. The resulting subsidence of the highway surface occurs near the point where two curves reverse, causing motorists to lose control at a critical point of the curve.

PROPOSED SOLUTION: Realign highway to move away from the slide area. Excavate material from slide area to unload the slide. Provide drainage if indicated by survey.

APPROVED, REGION ENGINEER
X Edward
DATE 3/7/83

APPROVED, ASST. HWY. ENG. FOR OPERATIONS
X
DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION
X
DATE

TRANSP. COMM. APPROVAL DATE: March 18, 1983
PROGRAM YEAR
FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
M.P. 32.2 to M.P. 32.8 (Mott's Curve) Sunset Highway

REGION
Metro Region

PROJECT JUSTIFICATION

Requested by citizens and District Maintenance Supervisor. Slide and maintenance problem for many years. High rate of accidents resulting in three fatalities and 16 injuries between January 1977 and October 1982. Most recent fatal was September 1982. Section has a safety priority index of 56.87.

ADMINISTRATION RECOMMENDATION

cy
Watson
1 Versteeg 1
cy 2 Anderson
Adams
cy 3 Macnab
Steudenmeyer
Tergen
4 [illegible]
cy Wakerlig
mb
RECEIVED
MAY 18 19[illegible]
ROAD DESIGN SECTION
Do Not File ☐
Return To
Bring Up
Action

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: M.P. 32.2 to 32.8 (Mott's Curve) Sunset Highway

REGION: Metro Region

ER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	N	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED: 50-55	DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				6			12	0	12			6				
				6			12	0	12			6				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Treated Base	10"	0			
Class "B" AC	4"	2"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 8/21/83

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

Tillamook County

SECTION MOTT'S CURVE SLIDE CORRECTION

REGION Metro Region

Sunset Highway #47

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 29-1985

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 15,000	$	915 AUDITS	$	$	933 SURFACE DESIGN	$ 1,000	$
902 CITIZEN'S INVOLVEMENT	0		916 PHOTO-GRAMMETRY			934 GEOLOGY	500	
903 LOCAL GOVERNMENT	0		918 LOCATION	500		935 SOILS	1,500	
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	200	
905 FINAL DESIGN	5,000		920 PROGRAM MANAGEMENT	200		937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS	3,000		938 REGION ENVIRONMENT	0	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100		949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	300		950 TRAINING	0	
910 REGION GEOLOGIST	15,000		924 D.O.T.			955 R/W RELOC. ASSISTANCE	0	
911 TRAFFIC SECTION	200		925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE	1,000		926 FOUNDATION			980 PUBLIC HEARING	0	
913 RIGHT-OF-WAY LIAISON	200		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	200		932 RAILROAD & UTILITIES	200				
						TOTALS	$ 44,100	$44,100
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

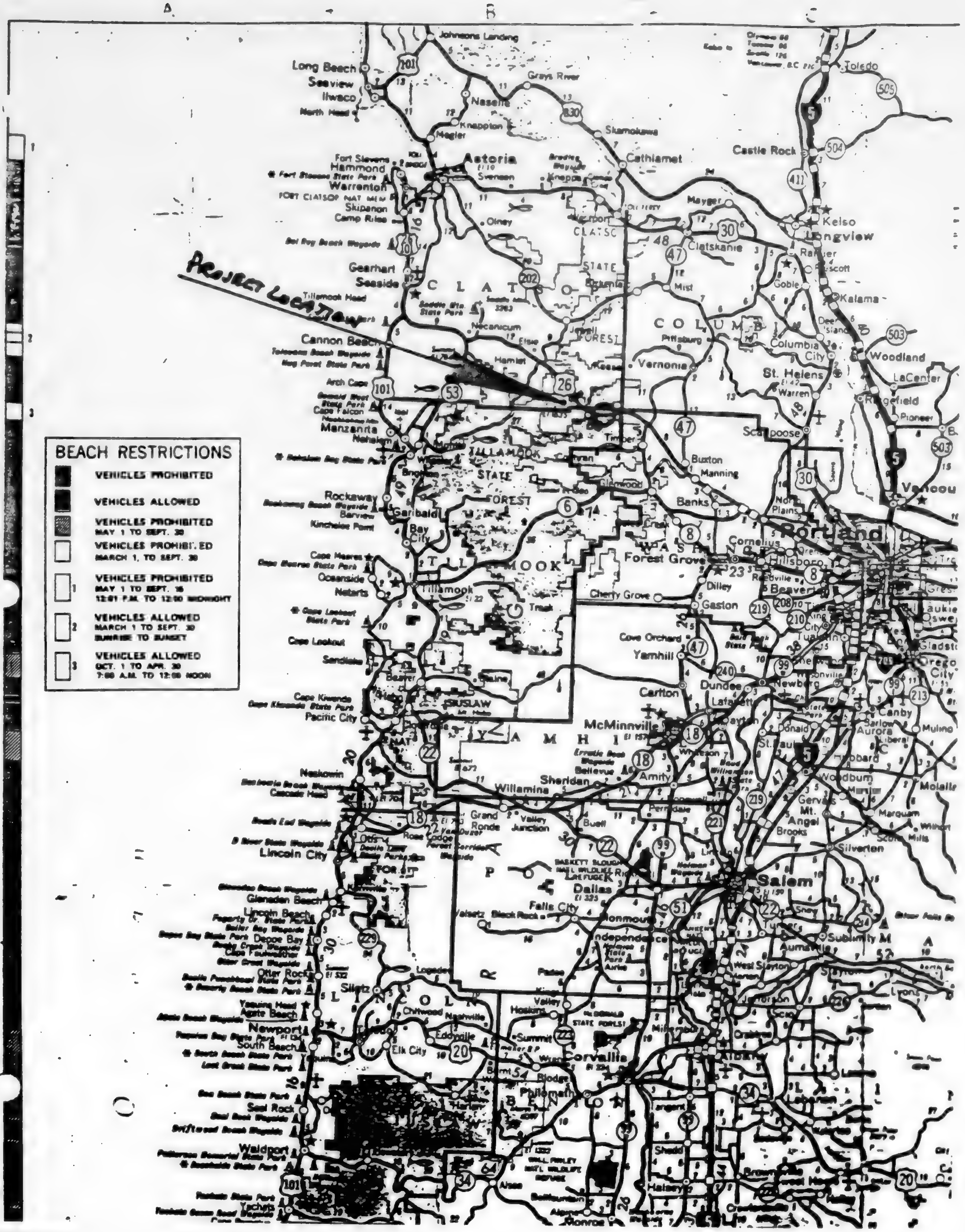
FEDERAL AID PROJECT NUMBER HES-27-1(11)

LOCATION ENGINEER'S REMARKS

Approved by Hwy Eng'r 3-18-83 400,000 Repair Title II

PREPARED BY CURT DUVAL	DATE 3-4-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 4/25/83
RECOMMENDED, REGION ENGINEER X	DATE 3/7/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 4-21-83
RECOMMENDED, LOCATION ENGINEER X	DATE 4/21/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 4-14-83	

734-1914 (7-82)



A
B
C
PROJECT LOCATION
BEACH RESTRICTIONS
VEHICLES PROHIBITED
VEHICLES ALLOWED
VEHICLES PROHIBITED MAY 1 TO SEPT. 30
VEHICLES PROHIBITED MARCH 1, TO SEPT. 30
1 VEHICLES PROHIBITED MAY 1 TO SEPT. 16 12:01 P.M. TO 12:00 MIDNIGHT
2 VEHICLES ALLOWED MARCH 1 TO SEPT. 30 SUNRISE TO SUNSET
3 VEHICLES ALLOWED OCT. 1 TO APR. 30 7:00 A.M. TO 12:00 NOON
Long Beach
Seaview
Ilwaco
North Head
Johnsons Landing
Naselle
Grays River
Knappton
Megler
Skamokawa
Cathlamet
Castle Rock
Toledo
Kelso
Longview
Rainier
Prescott
Goble
Kalama
Woodland
LaCenter
Ridgefield
Pioneer
Vancouver
Fort Stevens
Hammond
Astoria
Svensen
Warrenton
Fort Clatsop Nat Mem
Skipanon
Camp Rilea
Gearhart
Seaside
Tillamook Head
Cannon Beach
Arch Cape
Cape Falcon
Manzanita
Nehalem
Necanicum
Elsie
Hamlet
Jewell
Mist
Clatskanie
Mayger
Pittsburg
Vernonia
Keasey
Columbia City
St. Helens
Warren
Scappoose
Timber
Buxton
Manning
Banks
North Plains
Portland
Cornelius
Hillsboro
Forest Grove
Beaverton
Gaston
Dilley
Cherry Grove
Cove Orchard
Yamhill
Carlton
Dundee
Newberg
Lafayette
McMinnville
Dayton
St. Paul
Donald
Aurora
Canby
Barlow
Oregon City
Gladstone
Mulino
Molalla
Woodburn
Gervais
Mt. Angel
Brooks
Silverton
Marquam
Scotts Mills
Rockaway
Barview
Garibaldi
Bay City
Kincheloe Point
Cape Meares
Oceanside
Netarts
Tillamook
Trask
Cape Lookout
Sandlake
Beaver
Hebo
Cape Kiwanda
Pacific City
Neskowin
Cascade Head
Otis
Rose Lodge
Lincoln City
Gleneden Beach
Lincoln Beach
Depoe Bay
Otter Rock
Yaquina Head
Agate Beach
Newport
South Beach
Seal Rock
Waldport
Yachats
Siletz
Logsden
Chitwood
Nashville
Eddyville
Elk City
Toledo
Harlan
Grand Ronde
Valley Junction
Willamina
Sheridan
Bellevue
Amity
Whiteson
Perrydale
Buell
Dallas
Falls City
Valsetz
Black Rock
Rickreall
Monmouth
Independence
Salem
Turner
Sublimity
Aumsville
Stayton
West Stayton
Lyons
Jefferson
Scio
Albany
Millersburg
Corvallis
Philomath
Wren
Blodgett
Summit
Hoskins
Lebanon
Shedd
Harrisburg
Brownsville
Halsey
Alsea
Monroe
Tangent
CLATSOP
COLUMBIA
STATE FOREST
TILLAMOOK STATE FOREST
TILLAMOOK
WASHINGTON
YAMHILL
POLK
LINCOLN
BENTON
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34

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: March 16, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
Sunset Highway
M.P. 32.41 - M.P. 32.51

A project has been requested to realign a sharp curve on the subject highway.

Construction will be by contract with State Forces performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Mott's Curve Slide Section Sunset Highway Tillamook County	$400,000	$360,000	$40,000

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George

L. E. George
Traffic Engineer

orig Goomsen
cy George
file
3/18

RHB:ds
Attachments

APPROVED:

H S Coulter
State Highway Engineer

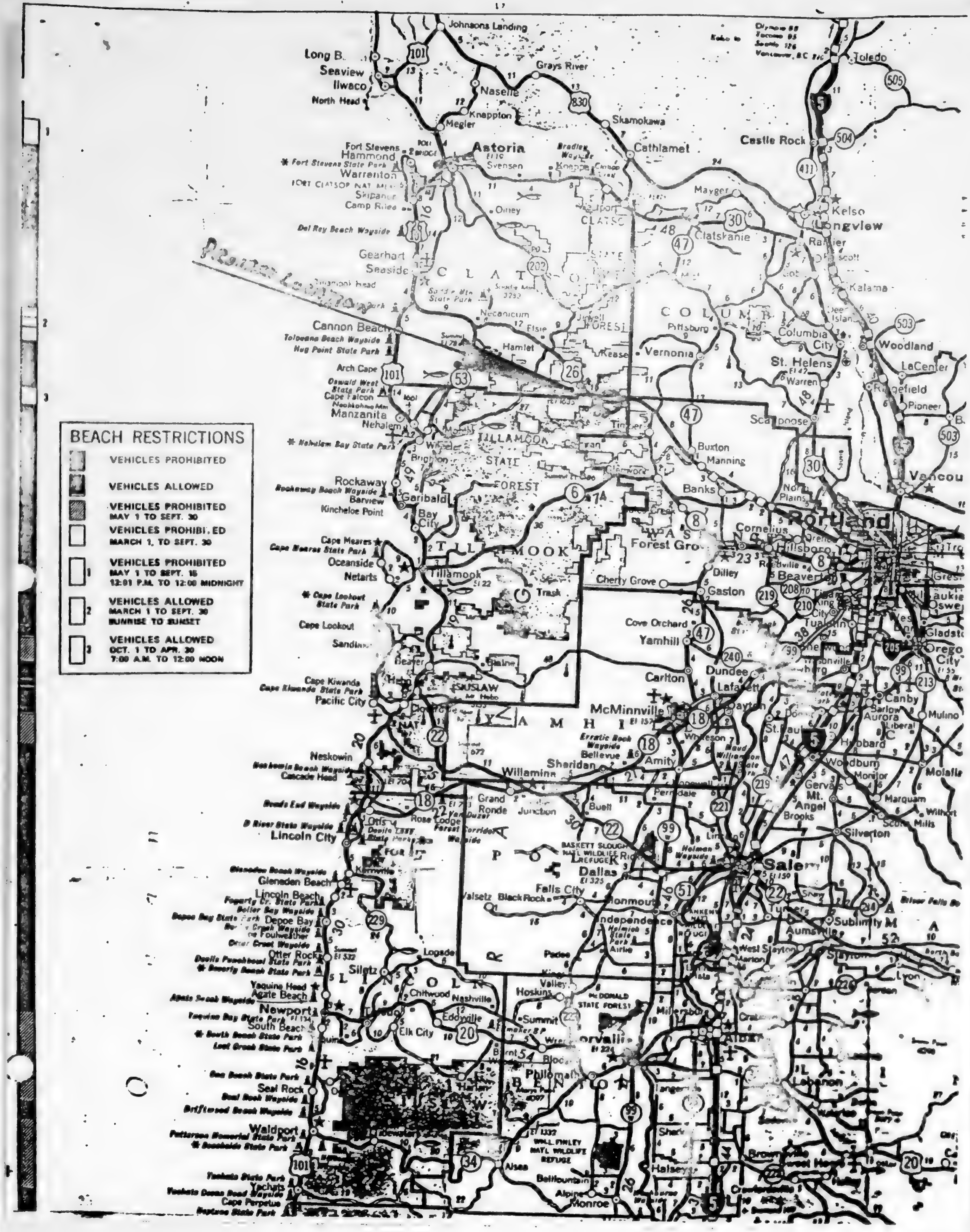
Date: 3-18-83

RECEIVED
STATE HWY ENGR
MAR 17 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

Contains Recycled Materials


BEACH RESTRICTIONS
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VEHICLES ALLOWED
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3 VEHICLES ALLOWED OCT. 1 TO APR. 30 7:00 A.M. TO 12:00 NOON
Johnsons Landing
Long B
Seaview
Ilwaco
North Head
Naselle
Grays River
Knappton
Megler
Skamokawa
Cathlamet
Toledo
Castle Rock
Kelso
Longview
Rainier
Kalama
Fort Stevens
Hammond
Fort Stevens State Park
Warrenton
Astoria
Svensen
Olney
Camp Rilea
Del Rey Beach Wayside
Gearhart
Seaside
Tillamook Head
Cannon Beach
Tolovana Beach Wayside
Hug Point State Park
Arch Cape
Oswald West State Park
Cape Falcon
Neahkahnie Mtn
Manzanita
Nehalem
Nehalem Bay State Park
Wheeler
Brighton
Rockaway
Rockaway Beach Wayside
Barview
Garibaldi
Kincheloe Point
Bay City
Cape Meares
Cape Meares State Park
Oceanside
Netarts
Tillamook
Cape Lookout State Park
Cape Lookout
Sandlake
Cape Kiwanda
Cape Kiwanda State Park
Pacific City
Neskowin
Neskowin Beach Wayside
Cascade Head
Roads End Wayside
D River State Wayside
Lincoln City
Gleneden Beach Wayside
Gleneden Beach
Lincoln Beach
Fogarty Cr. State Park
Boiler Bay Wayside
Depoe Bay State Park
Depoe Bay
Cape Foulweather
Otter Crest Wayside
Otter Rock
Devils Punchbowl State Park
Beverly Beach State Park
Yaquina Head
Agate Beach Wayside
Agate Beach
Newport
Yaquina Bay State Park
South Beach
South Beach State Park
Lost Creek State Park
Ona Beach State Park
Seal Rock
Seal Rock Wayside
Driftwood Beach Wayside
Waldport
Patterson Memorial State Park
Beachside State Park
Tillicum Beach
Yachats
Yachats Ocean Road Wayside
Cape Perpetua
Neptune State Park
CLATSOP
COLUMBIA
TILLAMOOK
TILLAMOOK STATE FOREST
YAMHILL
POLK
LINCOLN
BENTON
Clatskanie
Vernonia
St. Helens
Columbia City
Scappoose
Woodland
La Center
Ridgefield
Vancouver
Portland
Hillsboro
Beaverton
Forest Grove
Banks
Buxton
Manning
Cornelius
Dilley
Gaston
Cherry Grove
Cove Orchard
Yamhill
Carlton
Dundee
Lafayette
Dayton
McMinnville
Amity
Sheridan
Willamina
Grand Ronde
Rose Lodge
Otis
Dallas
Falls City
Monmouth
Independence
Salem
Silverton
Aumsville
Sublimity
Stayton
Woodburn
Gervais
Mt. Angel
Canby
Oregon City
Aurora
Molalla
Marquam
Scotts Mills
Valsetz
Black Rock
Logsden
Siletz
Chitwood
Nashville
Eddyville
Elk City
Toledo
Hoskins
Summit
Blodgett
Philomath
Corvallis
Albany
Lebanon
Halsey
Alsea
Bellfountain
Alpine
Monroe
Harlan
Tidewater
Valley Junction
Baskett Slough Natl Wildlife Refuge
McDonald State Forest
Wm. L. Finley Natl Wildlife Refuge

NOTED
H. S. COULTER

March 14, 1983

MAI

Dr. John E. O'Donovan
580 Avenue U
Seaside, OR 97138

cc pkt
9688

With respect to the section of highway known to us as "Mott's curve" and which you refer to as "dead man's curve" we are presently making an application to the Federal Highway Administration for special funding for a project to correct the unstable foundation condition. We are hopeful that we will be able to design a project that will correct the problem within the funding that is available under this program.

This section of the Sunset Highway, as is common for the highways crossing the Coast Range, traverses an area of weak and unstable supporting soils. This taxes our capability to keep these highways in the best condition for drivers, but you can rest assured that we will do everything we can to keep them as safe as possible.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

ELH:cp st

bc H. S. Coulter
E. L. Hardt

JOHN E. O'DONOVAN, M.D.P.C.

PHYSICIANS and SURGEONS

Family Practice
General Surgery

580 Avenue U
Seaside, Oregon
738-5571

February 24, 1983

RECEIVED
STATE HWY ENGR
MAR 3 '83
REFER TO
E. Hardt
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

Mr. Scott Coulter
Highway Division Administrator
222 SW Morrison
Portland, OR 97210

Dear Mr. Coulter:

I appreciated the opportunity to appear before the Transportation Commission. We all appreciate the rapidity with which your drains, etc. were installed. This was drawn to my attention by some experienced highway builders. They were complimentary in the comments.

A number of other suggestions were forwarded to me e.g., "cut the sidewalks way back to allow for some type of divider down the center", "arrange to have an insulation layer to trap air under the surface.. this could be suspended under the bridge surface, etc., etc." I've received many suggestions.

The article in the Oregonian focused on the bridge area and your efforts are appreciated. Dead man's curve and the intervening highway also needs special attention as do the areas around the Quartz creek bridge that are constantly slipping.

I do not mean to be presumptuous. I am very grateful for what is proposed and what you are doing. Now that the focus is on this area, we all feel we should follow through. Citizens have been complaining of the water problems for at least 35 years. We really deserve top priority.

My gratitude to you,

John E O'Donovan

John E. O'Donovan, M.D., P.C.

JOD/HLC

LES AuCOIN
1st District, Oregon

CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES
WASHINGTON, D.C. 20515

February 14, 1983

Mr. Fred Miller, Director
Oregon Department of Transportation
135 Transportation Building
Salem, Oregon 97310

#9688

Dear Mr. Miller:

I would like to add my voice to those of the cities of Astoria, Cannon Beach, Gearhart, Seaside and the many private groups and individuals who have called upon the Highway Division to improve the safety of Highway 26 at the Quartz Creek Bridge and "Dead Man's Curve" (between mileposts 32 & 34).

These sections of the highway have been the scene of many accidents and several fatalities. The road conditions during inclement weather become extremely hazardous.

I request that the Highway Division fully investigate the options available for improving the safety of the highway at these sections and immediately take the necessary steps in making the improvements.

If I can be of any assistance, please let me know.

With warm regards,

Sincerely,

Les AuCoin
LES AuCOIN
Member of Congress

LA:ks

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 17 '83
REFER TO
Ed Hardt
FOR

Info	[illegible]	R/D	D/R	Sign	Act	File
✓						

RECEIVED
DOT DIRECTOR
FEB 16 '83
REFER TO

FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

2446 RAYBURN HOUSE OFFICE BUILDING, WASHINGTON, D.C. 20515 (202) 225-0855
1716 FEDERAL BUILDING, 1220 SW THIRD, PORTLAND, OREGON 97204 (503) 221-2901, OREGON TOLL FREE LINE 1-800-452-1920

NORTH COAST COUNSELING SERVICES
.O. BOX 2633 • GEARHART • OREGON 97138
503) 738-6227
(503) 738-5049

February 8, 1983

John E. O'Donovan, MD
580 Avenue U
Seaside, Oregon 97138

Dear Dr. O'Donovan:

order #9688

Thank You! My wife and I very much appreciate the time and effort you have committed to raising public and official awareness. We have had several near accidents on the Sunset Highway ourselves. John Touhy's death and your own incredible survival touched our family personally. We firmly believe that the highway itself is at fault.

Several years ago I gave public testimony at an open meeting of the Highway Department in Seaside. Bill Park, then Clatsop County District Attorney, also spoke. We both expressed our grave concern over that section of US 26 between the Nehalem River bridge at Elsie and "Dead Man's Curve." Bill and I both said at the time that the Sunset Highway should have the highest priority for improvement in this region.

For several years I drove between Seaside and Portland on the Sunset Highway regularly. I made between 3 and 5 round trips weekly. I often found myself offering a silent prayer of thanks once I passed Oney's Restaurant in Elsie, for it seemed entirely a matter of destiny that I had avoided a serious accident. Ice and snow are driving hazards, but the biggest enemy is a roadway which encourages cars to cross into the opposing lane, which causes wheels to lose traction without warning, and which changes its surface with very short notice. Several curves are banked in the wrong direction; most of those have rough or gravelled surfaces. Warning signs appear in only a few of the most dangerous places.

The Sunset Highway will always carry inexperienced and fatigued drivers. The present condition of that highway puts even the best driver in jeopardy, with little to protect him from anything but the hand of God. I feel so strongly about what you are doing that I will gladly appear with you on any platform.

Sincerely,

Alan

9162

GENERAL FILES

February 4, 1983

CON

Rudolph Johnson
Service Club Council
2480 Queen Street
Seaside, OR 97138

order #9688

Your letter to Fred Klaboe concerning the Quartz Creek Bridge area on the Sunset Highway has been referred to me for reply.

We are also concerned about this section of highway, and thanks to technological advances hope to have an answer to the icing problem. Plans are to resurface the bridge with an experimental material which inhibits the formation of ice. This material cannot be applied in the winter, so it will be spring or summer before we can go to contract on the project.

In the meantime, plans are to erect a temperature actuated active-warning sign to warn motorists of possible icing conditions. It is expected this sign will be installed before the end of this month.

Thank you for bringing your concerns about this matter to our attention. For your information, Mr. Klaboe retired at the end of 1981 at which time Fred D. Miller was appointed Director of the Transportation Department.

H. S. Coulter
State Highway Engineer

HSC:ia

bc F. D. Miller
W. E. Schwartz
E. L. Hardt

Seaside Service Club Council

2480 Queen St.

Seaside, Oregon 97138

Dept. of Transportation
Fred B. Klaboe, Director
135 Transportation Bldg.
Salem, Ore. 97310

Dear Sirs:

On behalf of the Seaside Service Club Council, a group comprising some twelve organizations in the community that are concerned with the welfare of this community; we strongly urge you to do something that will make the Quartz Creek Bridge area, Dead Man's Curve and in fact the whole of Hwy 26 from the Tillammok junction to Seaside a safer highway.

I personally travel the route many times a year on business in Portland, and to see family there and find it one of the worst sections of highway, for the usage, that I know of in the state.

Many of us have lost a friend thru death, or suffered with a friend because of injuries who have traveled Hwy 26, and have had accidents.

We urge you to use the powers of your office to upgrade Hwy 26.

Sincerely,

Rudy Johnson
Rudolph Johnson
Service Club Council

Seaside Junior Chamber of Commerce
Seaside J.C. ettes
Seaside Kiwanas Club
Seaside Lions Club
Seaside Rotary Club
Seaside Chamber of Commerce
Seaside Business and Professional Women
Seaside Parks and Recreation District
The City of Seaside
Seaside Kids Inc.
Seaside Lioness Club
Seaside Animal Haven

RECEIVED
STATE HWY ENGR
FEB 2 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
DOT DIRECTOR
FEB 1 '83
REFER TO
Coulter
FOR
Info Inves [✓ R/D] D/R Sign Act File

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On Behalf of the Seaside Service Club Council, a group comprising some twelve organizations in the community that are concerned with the welfare of this community; we strongly urge you to do something that will make the Quartz Creek Bridge area, Dead Man's curve and in fact the whole of Hwy 26 from the Tillammok junction to Seaside a safer highway.

copy #9687

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Sincerely,

Rudolph Johnson
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Seaside Businesc and Professional Women
Seaside Parks and Reacreation District
The City of Seaside
Seaside Kids Inc.
Seaside Lioness Club
Seaside Animal Haven

Seaside joins warning campaign

Bridge dangerous, council says

By TONY MEYER
Of The Daily Astorian

SEASIDE — The Seaside City Council added its support Monday to a Seaside physician's campaign to reduce road hazards on Highway 26 at the Quartz Creek Bridge and between Mileposts 32 and 34 — a section one city councilman called "dead man's curve."

Dr. John O'Donovan, who was injured in an accident on the bridge last month, wants the state Highway Division to do a better job of warning motorists of the treacherous stretch of highway.

O'Donovan was alone in his eastbound pickup about 7:20 a.m. Nov. 20 when he was struck on the bridge by a car driven by 22-year-old William Blair of Forest Grove. Oregon State Police said Blair's car slid on snow, and crossed into the eastbound traffic lane, striking O'Donovan's vehicle. Blair was killed.

ON SUNDAY, TWO women were injured in separate accidents on the bridge that occurred almost simultaneously.

One woman was treated for a broken bone in her neck after the car she was riding in slid on ice and plunged over an embankment on the north side of the highway at the east end of the bridge.

The second woman suffered a broken nose after the car she was riding in was struck by another vehicle that crossed the center line on the bridge.

Council member Herb Praskey, who suggested that the council write a letter to the Highway Division advocating improvements that will better warn drivers of potentially hazardous conditions on the bridge, said problems between Mileposts 32 and 34 are just as acute.

Praskey, who called the section of road "dead man's curve," said that is the area where former Seaside City Council member John Tuhy was killed in September. Tuhy was alone in his car when it went out of control on the curve and left the road, striking a gravel pile.

Praskey recommended the council request that warning signs, and possibly flashing lights, be placed at the approaches to both ends of the Quartz Creek Bridge. The bridge is about 25 miles east of Seaside.

Praskey said motorists should be warned of the "extreme danger" posed by ice conditions on the bridge. He said a "symbol sign" currently in place isn't easily seen and doesn't give motorists enough of a chance to slow down. Praskey also recommended that reduced speed signs be placed so that drivers have enough time to slow before reaching the bridge.

The bridge, Praskey said, can be covered with ice even when the rest of the highway is dry.

THE SECTION OF road between Mileposts 34 and 35 is in need of repair, he said. Improvements and construction have been "sorely lacking," Praskey added.

The section of road has "fairly adequate signs," Praskey said, but "both approaches to the curve are dangerous, and the roadway on the curve is in terrible disrepair."

In other business Monday night, the council:

—Accepted a bid of $24,200 for $5 million of "umbrella" liability insurance from the Penfield-Manion Insurance Agency of Seaside. Last year, the city government paid $45,329 for $1 million of umbrella liability insurance with the same agency. Umbrella liability insurance covers what the city government's general liability insurance doesn't, said City Manager Larry Lehman. A soft insurance market this year accounted for the decrease in premium costs;

—Appointed Steve Wascher to the city government's library commission;

—Appointed Dale Frandsen and Jack Bradbury to the city budget committee; and

—Approved a request for $275 from the Seaside Arts Commission to cover Chairman Madeline Cooke-Wolfe's tuition for a grants workshop in Los Angeles.

9862

2

JOHN E. O'DONOVAN M.D.P.C.

PHYSICIANS and SURGEONS

Family Practice
General Surgery

580 Avenue U
Seaside, Oregon
738-5571

January 20, 1983

copy #9688

Senator Hanlon
State Capital Room S-218
Salem, OR 97210

Dear Senator Hanlon:

I have a lot of things to tell you about the campaign to do something concerning the hazards on highway 26. I have obtained the support of all of the Mayors and City Council members in Clatsop county, General McCarter of the National Guard, and also a large support of the population.

Today John Dooley, retired Clatsop County Roadmaster, was in my office, plus the previous fire chief of Elsie, both of whom have had a great deal of experience with this section of highway. Mr. Dooley is going to write you or contact you directly very soon or if you wish, feel free to contact him first at 738-7429.

Congratulations on your appointments in the legislature. I will write you a longer letter soon.

Sincerely,

John E O'Donovan

John E. O'Donovan, M.D.P.C.

JOD/HLC

19 January 1983

Oregon State Highway Division
2960 E. State Street
Salem - OREGON - 97310

Gentlemen:

#7688

We have been aware for many years of the dangerous section of highway between the Nehalem River and Quartz Creek bridge. This section of approximately 2.5 miles has to be one of the most hazardous sections of highway anywhere in the State of Oregon.

We are aware of accidents happening to Warrenton area residents--one in particular about 12 years ago where the only portion of the highway which was iced was on the bridge, resulting in the vehicle being hit several times before oncoming traffic could stop for the car which had skidded on the iced-over bridge.

I have personally driven this road many times and found that even though I am very cognizant of the danger and drive accordingly, most travellers are not and are caught off-guard about the conditions that exist so often on this section.

It appears accidents are happening more frequently and some steps should be taken immediately to improve the situation, with long-range improvements planned as soon as funds become available. I am sure funding must be available from emergency sources to correct sections of highway which are highly hazardous and where numerous accidents involving fatalities and injuries are well documented.

I realize the cost of completely redoing this section of highway but feel that temporary steps can be taken at a relatively small cost to improve the present conditions. I would urge the Highway Commission to make this its highest priority in the state system and to make immediate corrective steps.

Sincerely,

CITY OF WARRENTON

Gramson

Gilbert G. Gramson
City Manager

GG:jwb
cc: Sen. C. Hanlon
District Hwy. Engineer
Dr. John E. O'Donovan

(1-20

1

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

January 7, 1983

In Reply Refer to
File No.:

Larry Lehman
City Manager
851 Broadway
Seaside, OR 97138

Re: Quartz Creek Bridge
"Deadman's Curve"
Sunset Highway
US 26

Dear Mr. Lehman:

#9688

The Highway Divsion has reviewed the accident conditions at the subject locations and we too are concerned about the number of accidents that are occurring.

Some federal funding is available and we are currently developing projects that will, hopefully, reduce the accidents at these two problem areas.

At the Quartz Creek Bridge we are currently investigating the possibility of installing temperature activated warning signs and improving the surface texture of the structure deck.

"Deadman's Curve", as you refer to it, has been a perennial slide problem and even though we feel it is adequately signed, many motorists fail to reduce their speed in this area. At times during the winter months the earth movement is such that it requires us to keep the road surface in gravel. During this rapid movement almost daily grading is required. Federal funding will support a limited project here. Due to the immensity of the slide we do not yet know whether or not it can be fully repaired for the available dollars. Hopefully we will at least be able to improve the highway alignment at this location.

Thank you for your interest in highway safety and hopefully you should see improvements at both these locations in the foreseeable future.

Sincerely,

Edward C. Hardt
Metro Region Engineer

9'2

12/27/82

HERB PRASKEY
to: Seaside City Council

I would like to propose a resolution to be passed by the city council and a letter written to the State Highway dept.

In support of Dr. John O'Donovans concern and activity regarding the hazzards that exist on Highway 26 between milepost 24 and 25, the Quartz Creek bridge, and a section of Highway 26 between milepost 32 and 34, "deadmans curve": #962

The Seaside City Council should write a letter to the Oregon State Highway Dept. asking them to undertake action to put up warning signs, and if neccessary, flashing light at both ends of the Quartz Creek bridge at mileposts 24 and 25 on Highway 26 that would provide adequate warning to motorists of the extreme danger posed by icy conditions of the bridge and its approaches. The symbol sign currently in place is too late and not visible enough. Signs reccommending a reduced speed should also be placed in such a manner as to give motorists adequate time to slow down before encountering the bridge. This bridge has been the scene of numerous accidents in the past, many of them serious or fatal. Apparently no action has been taken to warn motorists of the dangers the bridge surface and curve poses when it is icy.This bridge can be covered with ice when the rest of the highway is only wet, or even dry.
The other section of Highway 26, between milepost 34 and 35, known as dead mans curve, requires improvement and construction and has been sorely neglected. It has fairly adequate signs, but both approaches to the curve are dangerous, and the roadway on the curve is in terrible disrepair.

The State Higway Dept. at our last council meeting asked for reccommendations concerning needs of our roads, and I believe these two concerns are of prime importance. They affect the safety of residents of our area who use Hiway 26 as the main road to Portland.

Herb Praskey
Herb Prasky

1984 "A" Line USRS Feed Canal 9863
Bridges Sec, FAS B 573 & Edwards
Rd. (gr, pav, str.)

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
TOLL FREE: 1-800-452-7813 Ext. 86232

In Reply Refer to
File No CON

October 7, 1987

Umatilla County
390 Westgate
Pendleton, OR 97801

Re: Project Name A - Line Canal (Hermiston - Hinkle Rd)
Fed. Aid No. BROS 3000(7) (8) BRS-573 (2) (3)
Pool Acct. No. 4212

The above project has been completed and no further costs are anticipated. Therefore, you may withdraw the balance remaining in your account of $ 5,197.55 (plus interest) with the Oregon State Treasurer, Local Government Investment Pool.

J Henry
Jan Henry
Contract Accounting Supervisor

JP:

cc: Oregon State Treasurer
Local Govt. Investment Pool

$ 3304.75 ~~3620.35~~	BRS 573 (3) + BROS 3000 (8)
$ 1577.20	BRS B 573 (2)
315.60	BROS 3000 (7)

PROGRAM SECTION
Manager ____ Resource Unit ____
FA Unit ____ Program Unit ____

OCT 8 1987

Refer To ______________
R/D ____ Act ____ Reply ____
Disc ____ Info ____ File ✓ General

MKS

rm 734-3122

9563

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-18-86

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. BRS-B573(2) Post Final

PROGRAM APPROVED

VOUCHER PERIOD From: 10/19/83 To: 6/19/84

FINANCIAL DATA

114

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
12,548.44	12,532.05	80%	10,025.64	10,025.64	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 12/18/86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	A-LINE CANAL (HEIMISTON-HINKLE RD.) BRIDGE SECTION COUNTY ROAD UMATILLA COUNTY					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$12,532.05	
	TOTAL PARTICIPATING PROJECT COST				**$12,532.05**	
	Non Participating Project Cost					
	State	All Required			$ 16.39	
	TOTAL PROJECT COST				**$12,548.44**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 12/12/86.					
	AMOUNT CARRIED FORWARD					

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 114

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BRS -B453-001									
********************************									
F03046									
C5251980-000	32,099.46	6,008.62	32,099.46						
C5251980-001	40.98	.00	.00						
C5251980-011	13,123.13	19,191.38	13,123.13						
AGREEMENT TOTALS	45,263.57	25,200.00	45,222.59	80.00	25,200.00	36,178.07	10,978.07	B	.00
FED PROJ TOTALS	45,263.57	25,200.00	45,222.59		25,200.00	36,178.07	10,978.07	B	.00
FEDERAL PROJECT: BRS -B573-002									
********************************									
F03097									
C5301985-010	16.39	.00	.00						
C5301985-011	12,532.05	10,025.64	12,532.05						
AGREEMENT TOTALS	12,548.44	10,025.64	12,532.05	80.00	10,025.64	10,025.64	.00		.00
FED PROJ TOTALS	12,548.44	10,025.64	12,532.05		10,025.64	10,025.64	.00		.00
FEDERAL PROJECT: BRS -B573-003									
********************************									
F03088									
C09863 -000	4,975.86	310.99	4,975.86						
C09863 -001	82.33	.00	.00						
C09863 -010	1,586.20	.00	.00						
C09863 -011	96,294.52	80,705.31	96,294.52						
AGREEMENT TOTALS	102,938.91	81,016.30	101,270.38	80.00	81,016.30	81,016.30	.00		.00
FED PROJ TOTALS	102,938.91	81,016.30	101,270.38		81,016.30	81,016.30	.00		.00
FEDERAL PROJECT: BRS -B619-004									
********************************									
F03101									
C09844 -000	8,035.24	188.72	8,035.24						
C09844 -001	265.69	.00	.00						
C09844 -010	207.24	.00	.00						
C09844 -011	249,548.66	205,878.40	249,548.66						

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                              JUNE 1985          PAGE 1136
     DESCRIPTION                                                               FISCAL            GRAND TOTAL
                            PREFIX  FUNCTION SUB F. GR   CURRENT MONTH      YEAR TO DATE          TO DATE
                         530  1985     906     00 P 1                                               323.89
                         530  1985     914     00 P 1                              8.72               8.72
                         530  1985     918     00 P 1                                               530.95
                         530  1985     920     00 P 1                                               105.30
                         530  1985     921     00 P 1                             78.20             199.73
                         530  1985     922     00 P 1                                                34.53
                         530  1985     923     00 P 1                                                74.63
                         530  1985     926     00 P 1                                             1,291.39
                         530  1985     927     00 P 1                                             3,438.14
                         530  1985     929     00 P 1                                               243.09
                         530  1985     932     00 P 1                                                39.93
                         530  1985     933     00 P 1                                                98.33
                         530  1985     937     00 P 1                                               421.46
                         530  1985     950     00 P 1                                                97.52
                                       TOT     P1                                 97.42          12,629.57
                                       TOT     N1                                                    16.39
                                    ** JOB TOTALS **                    **        97.42  **      12,645.96  **

UMATILLA R(JOHNSON ST)BR    CONT NO     FA PROJ NOS BRS B596001 100                                              STATE
                         530  1990     296     00 N 9        519.77CR       16,900.19CR        23,625.82CR
                         530  1990     297     00 N 9                        1,333.18           2,700.00
                         530  1990     298     00 N 9        519.77         15,567.01          20,925.82
                         530  1990     901     00 P 1          6.43CR        1,506.72           4,926.06
                         530  1990     905     00 P 1         68.72          3,514.80           3,514.80
                         530  1990     906     00 P 1                           18.00              18.00
                         530  1990     911     00 P 1           .49CR          109.36             109.36
                         530  1990     914     00 P 1          1.14CR          253.00             253.00
                         530  1990     918     00 P 1                            5.66              12.10
                         530  1990     920     00 P 1                                             111.00
                         530  1990     921     00 P 1        316.42            316.42             316.42
                         530  1990     922     00 P 1           .19CR           42.25              42.25
                         530  1990     926     00 P 1        177.26          3,180.45           6,487.48
                         530  1990     927     00 P 1         73.51          8,248.14           8,248.14
                         530  1990     929     00 P 1        179.20            179.20             179.20
                         530  1990     933     00 P 1           .20CR           44.30              44.30
                         530  1990     937     00 P 1         11.19CR        2,576.84           2,576.84
                         530  1990     950     00 P 1           .51CR          113.28             113.28
                                       TOT     P1            794.96         20,108.42          26,952.23
                                    ** JOB TOTALS **         794.96  **     20,108.42  **      26,952.23  **

WILD HORSE(GENTRY)BRIDGE    CONT NO     FA PROJ NOS BRS B583001 100                                              STATE
                         530  1998     296     00 N 9      2,821.89CR       10,073.33CR        10,073.33CR
                         530  1998     297     00 N 9        275.30          1,917.15           1,917.15
                         530  1998     298     00 N 9      2,546.59          8,156.18           8,156.18
                         530  1998     901     00 P 1         12.65CR        4,135.62           4,135.62
                         530  1998     905     00 P 1        315.52          2,708.47           2,708.47
                         530  1998     906     00 P 1        173.34            225.00             225.00
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                JUNE 1985       PAGE 1135

                                                                          FISCAL         GRAND TOTAL
     DESCRIPTION             PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE     TO DATE

 UPRR @ ELM ST(HERMISTON)       CONT NO        FA PROJ NOS RRS B572001 100                                 STATE
                                 530    1980     294     00 N 1       30.29CR       30.29CR        30.29CR
                                 530    1980     296     00 N 9        7.37CR      537.73CR       537.73CR
                                 530    1980     298     00 N 9        7.37        537.73         537.73
                                 530    1980     901     00 P 1         .03CR        8.16           8.16
                                 530    1980     905     00 P 1                      4.25         122.89
                                 530    1980     920     00 P 1         .26CR       57.50          57.50
                                 530    1980     932     00 P 1         .48CR      105.30         105.30
                                 530    1980     984     00 P 1                    302.86         302.86
                                                 TOT     P1             .77CR      478.07         596.71
                                                 TOT     N1           30.29CR       30.29CR        30.29CR
                                              ** JOB TOTALS **        31.06CR**    447.78  **     566.42  **

 UPRR @ FEEDVILLE RD(UMAT)      CONT NO        FA PROJ NOS RRS B574002 100                                 STATE
                                 530    1981     294     00 N 1       36.88CR       36.88CR        36.88CR
                                 530    1981     296     00 N 9        7.37CR      450.80CR       466.46CR
                                 530    1981     298     00 N 9        7.37        450.80         466.46
                                 530    1981     901     00 P 1         .03CR        8.16           8.16
                                 530    1981     905     00 P 1         .27CR       99.93         106.23
                                 530    1981     920     00 P 1         .08CR       17.34          34.73
                                 530    1981     984     00 P 1                    368.79         368.79
                                                 TOT     P1             .38CR      494.22         517.91
                                                 TOT     N1           36.88CR       36.88CR        36.88CR
                                              ** JOB TOTALS **        37.26CR**    457.34  **     481.03  **

 UPRR @ FEEDVILLE RD(WASH)      CONT NO        FA PROJ NOS RRS B574001 100                                 STATE
                                 530    1982     294     00 N 1       44.45CR       44.45CR        44.45CR
                                 530    1982     296     00 N 9        7.37CR      570.20CR       585.86CR
                                 530    1982     298     00 N 9        7.37        570.20         585.86
                                 530    1982     901     00 P 1         .04CR        8.15           8.15
                                 530    1982     905     00 P 1         .31CR      109.14         109.14
                                 530    1982     920     00 P 1         .08CR       17.34          34.72
                                 530    1982     932     00 P 1         .24CR       53.77          53.77
                                 530    1982     984     00 P 1                    444.51         444.51
                                                 TOT     P1             .67CR      632.91         650.29
                                                 TOT     N1           44.45CR       44.45CR        44.45CR
                                              ** JOB TOTALS **        45.12CR**    588.46  **     605.84  **

 A-LINE CANAL(HER/HINKL)BR      CONT NO      * FA PROJ NOS BRS B573002 100                                 STATE
                                 530    1985     296     00 N 9       597.64      2,838.63CR     12,254.94CR
                                 530    1985     297     00 N 9       597.64CR      784.65        2,151.28
                                 530    1985     298     00 N 9                   2,053.98       10,103.66
                                 530    1985     901     00 P 1                                   3,491.01
                                 530    1985     901     00 N 1                                      16.39
                                 530    1985     905     00 P 1                       10.50        2,230.95
```

1/15/87

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NU
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C5301985	011	020	598	0632	
C5301985	011	020	598	0632	
C5301985	011	020	598		
C5301985	011	020			
C5301985	011	903	598	0632	
C5301985	011	903	598	0632	
C5301985	011	903	598		
C5301985	011	903			
C5301985	011	921	598	0632	
C5301985	011	921	598	0632	
C5301985	011	921	598		
C5301985	011	921			
C5301985	011	927	598	0632	
C5301985	011	927	598	0632	
C5301985	011	927	598		
C5301985	011	927			
C5301985	011	929	598	0632	
C5301985	011	929	598	0632	
C5301985	011	929	598		
C5301985	011	929			
C5301985	011				
C5301985					

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              JOB COST SUMMARY
/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
      PAYROLL CHARGES ARE LOADED

        CREW        MSA              CURRENT                    BALANCE TO
TAIL    NUMBER      FIELD            MONTH                         DATE

        0632                                 .00                        97.52-
        0632                                 .00                        97.52-

                                             .00                        97.52-

                                             .00                        97.52-

        0632                                 .00                       323.89
        0632                                 .00                       323.89

                                             .00                       323.89

                                             .00                       323.89

        0632                                 .00                       199.73
        0632                                 .00                       199.73

                                             .00                       199.73

                                             .00                       199.73

        0632                                 .00                       323.89-
        0632                                 .00                       323.89-

                                             .00                       323.89-

                                             .00                       323.89-

        0632                                 .00                       199.73-
        0632                                 .00                       199.73-

                                             .00                       199.73-

                                             .00                       199.73-

                                             .00                        97.52-

                                             .00                        97.52-

                                           51.35                   271,137.00
```

9863

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 12-5-86

COUNTY: Umatilla AGREEMENT NO: 7955 PROJECT NO: BROS-3000(8)

CONTRACT NO: 9863 SECTION: Feed Canal (Edwards Rd.) Br.

PRELIMINARY ENGINEERING PREFIX C230-1986:	PARTICIPATING	NoN PARTICIPATING
Project Manager	$ 3,065.62	$ 41.98
Final Design	1,481.53	
Location	158.73	
Program Section	87.12	
Administrative Services	34.53	
Environmental Section	74.62	
Structural Foundations	1,718.94	
Free Bridge Design	3,230.48	
Free Specifications	568.48	
Surfacing Design	14.31	
Hydraulics	277.75	
Total P.E. Cost	$ 10,712.11	$ 41.98
Less Free Br. Design & Specs.	(3,798.96)	-0-
Total P.E. Cost Chargeable to County	$ 6,913.15	$ 41.98
CONSTRUCTION PREFIX 530-1096 & C09863:		
Payment to Contractor	56,511.79	
Interest on Final Payment		51.11
Field Engineering	5,292.20	
Program Section	28.24	
Materials Lab	1,462.91	
Technical Services	163.17	
Construction Branch	22.92	
Region Office	66.45	
Accounting Section	83.54	
	$ 63,631.22	$ 51.11

SUMMARY:

Participating P.E. Cost	$ 6,913.15
Participating Construction Cost	63,631.22
Total Participating Cost	$ 70,544.37

FEDERAL FUNDS:

P.E. (80%)	$ 5,530.52	
CONST (80%)	50,904.98	56,435.50
SUBTOTAL		$ 14,108.87
Plus Nonparticipating Cost		93.09
Less County's Advance Deposit:		
P.E. #83-102	$ 2,500.00	
Const. #84-65	16,600.00	(19,100.00)
REFUND DUE COUNTY		$ (4,898.04)

MKS:bkb

7763

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 12-5-86

COUNTY: Umatilla AGREEMENT NO: 7962 PROJECT NO: BRS-B573(2,3)

CONTRACT NO: 9863 SECTION: "A" Line Canal (Hermiston-Hinkle Rd.)

PRELIMINARY ENGINEERING PREFIX C530-1985:

	PARTICIPATING	Non PARTICIPATING
Project Manager	$ 3,491.01	$ 16.39
Final Design	2,230.95	
Region Utility Engineer	8.72	
Location	530.95	
Program Section	105.30	
Administrative Services	34.53	
Environmental Section	74.63	
Structural Foundations	1,291.39	
Free Bridge Design	3,762.03	
Free Specifications	442.82	
R/W Utility Engineer	39.93	
Surfacing Design	98.33	
Hydraulics	421.46	
Total P.E. Cost	$ 12,532.05	$ 16.39
Less Free Br. Design & Specs.	(4,204.85)	-0-
Total P.E. Cost Chargeable to County	$ 8,327.20	$ 16.39

CONSTRUCTION PREFIX C530-1096 & C09863:

Payment to Contractor	89,801.21	1,582.25
Interest on Final Payment		82.33
Field Engineering	8,485.16	
Program Section	114.75	
Material Lab	2,301.71	
Technical Services	309.73	
Construction Branch	32.99	
Region Office	95.60	
Accounting Section	129.23	
	$ 101,270.38	$ 1,664.58

SUMMARY:

Participating P.E. Cost	$ 8,327.20
Participating Construction Cost	101,270.38
Total Participating Cost	$ 109,597.58

FEDERAL FUNDS:

P.E. (80%)	$ 6,661.76	
CONST (80%)	81,016.30	(87,678.06)
SUBTOTAL		$ 21,919.52
Plus Nonparticipating Cost		1,680.97
Less County's Advance Deposit:		
P.E. #83-100	$ 4,100.00	
Const. #84-65	19,800.00	(23,900.00)
REFUND DUE COUNTY		$ (299.51)

MKS:bkb

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11/15/86
[illegible]
                                                          JOB COST SUMMARY
                                          EA SUBJOB/ACTIVITY/OBJ-DETAIL CREW NUM
                                                  PAYROLL CHARGES ARE LOADED

                                                         CREW        MSA        C
         EA       SUBJOB    ACTIVITY   OBJ-DETAIL       NUMBER      FIELD

      C09863       000                    555            0521
      C09863       000                    555            0521

      C09863       000                    555

      C09863       000                    556            0521
      C09863       000                    556            0521

      C09863       000                    556

      C09863       000

      C09863       000        010         001            0813
      C09863       000        010         001            0813

      C09863       000        010         001            0821
      C09863       000        010         001            0821

      C09863       000        010         001

      C09863       000        010

      C09863       000        900         001            5013
      C09863       000        900         001            5013

      C09863       000        900         001

      C09863       000        900

      C09863       000        901         001            7364
      C09863       000        901         001            7364

      C09863       000        901         001

      C09863       000        901         504            7300
      C09863       000        901         504            7300

      C09863       000        901         504

      C09863       000        901

      C09863       000        920         001            0631
      C09863       000        920         001            0631

      C09863       000        920         001

      C09863       000        920

      C09863       000        940         001            8221
```

TAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE	
	0521		.00	9.22	
	0521		.00	9.22	
			.00	9.22	
	0521		.00	.00	
	0521		.00	.00	
			.00	.00	
			.00	9.22	
	0813		.00	407.44	
	0813		.00	407.44	
	0821		.00	155.80	
	0821		.00	155.80	
			.00	563.24	
			.00	563.24	
	5013		.00	82.02	
	5013		.00	82.02	
			.00	82.02	
			.00	82.02	$934.76
	7364		.00	263.13	
	7364		.00	263.13	
			.00	263.13	
	7300		.00	17.15	
	7300		.00	17.15	
			.00	17.15	
			.00	280.28	
	0631		.00	74.12	
	0631		.00	74.12	
			.00	74.12	74.12
			.00	74.12	
	8221		.00	196.48	

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11/15/86
                                                         JOB COST SUMMARY
                                          EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NU
                                                   PAYROLL CHARGES ARE LOADED

                                                               CREW         MSA
               EA        SUBJOB    ACTIVITY    OBJ-DETAIL     NUMBER       FIELD

            C09863        000         940          001          8221

            C09863        000         940          001

            C09863        000         940

            C09863        000

            C09863        001                      349          8067
            C09863        001                      349          8067

            C09863        001                      349

            C09863        001                      598          8067
            C09863        001                      598          8067

            C09863        001                      598

            C09863        001

            C09863        001

            C09863        010                      300          8067
            C09863        010                      300          8067

            C09863        010                      300

            C09863        010                      598          0521
            C09863        010                      598          0521

            C09863        010                      598

            C09863        010

            C09863        010

            C09863        011                      300          8067
            C09863        011                      300          8067

            C09863        011                      300

            C09863        011                      598          0521
            C09863        011                      598          0521

            C09863        011                      598

            C09863        011

            C09863        011         900          598          8067
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          JOB COST SUMMARY
/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
     PAYROLL CHARGES ARE LOADED

        CREW        MSA              CURRENT                    CURRENT
AIL     NUMBER      FIELD            MONTH                      BALANCE

        8221                                    .00                  196.48
                                                .00                  196.48
                                                .00                  196.48
                                                .00                1,205.36
        8067                                    .00                  133.44
        8067                                    .00                  133.44
                                                .00                  133.44
        8067                                    .00                     .00
        8067                                    .00                     .00
                                                .00                     .00
                                                .00                  133.44
                                                .00                  133.44
        8067                                    .00                1,582.25
        8067                                    .00                1,582.25
                                                .00                1,582.25
        0521                                    .00                    3.95
        0521                                    .00                    3.95
                                                .00                    3.95
                                                .00                1,586.20
                                                .00                1,586.20
        8067                                    .00               27,544.53-
        8067                                    .00               27,544.53-
                                                .00               27,544.53-
        0521                                    .00                    5.93-
        0521                                    .00                    5.93-
                                                .00                    5.93-
                                                .00               27,550.46-
        8067                                    .00                  401.72
```

Now Contractor

11/15/86

JOB COST SUMMARY
SUBJOB/ACTIVITY/OBJ-DETAIL CREW NUMB
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CU M
C09863	011	900	598	8067		
C09863	011	900	598			
C09863	011	900				
C09863	011					
C09863	021		300	8067		
C09863	021		300	8067		
C09863	021		300			
C09863	021		598	0521		
C09863	021		598	0521		
C09863	021		598			
C09863	021					
C09863	021	900	598	8067		
C09863	021	900	598	8067		
C09863	021	900	598			
C09863	021	900				
C09863	021					
C09863						

JOB COST SUMMARY
SUBJOB/ACTIVITY/OBJ-DETAIL CREW NUMBER
PAYROLL CHARGES ARE LOADED

```
     CREW        MSA              CURRENT                  CURRENT
AIL  NUMBER      FIELD            MONTH                    BALANCE

     8067                                     .00                   401.72

                                              .00                   401.72

                                              .00                   401.72

                                              .00               27,148.74-

     8067                                     .00               27,125.43
     8067                                     .00               27,125.43

                                              .00               27,125.43

     0521                                     .00                     1.98
     0521                                     .00                     1.98

                                              .00                     1.98

                                              .00               27,127.41

     8067                                     .00                  401.72-
     8067                                     .00                  401.72-

                                              .00                  401.72-

                                              .00                  401.72-

                                              .00               26,725.69

                                              .00                2,501.95
```

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-23-86

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
TREASURER OF THE STATE OF OREGON

ADDRESS
CAPITOL BUILDING
SALEM, OREGON 97310

PAID BY

(For use of Paying Office)

STATE
OREGON

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☐ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 6-20-84
TO 2-14-86

FEDERAL AID PROJECT NO.
BRS-B573(3)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
114	$102,934.96	$101,270.38	80%	$81,016.30	$81,016.30	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY: OREGON

DATE: 7-23-86

SIGNATURE OF AUTHORIZED OFFICIAL: CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED: $0.00

ADJUSTMENTS:

AMOUNT APPROVED:

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 6-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	"A" - LINE CANAL (HERMISTON - HINKLE RD.) BRIDGE SECTION					
	COUNTY ROAD					
	UMATILLA COUNTY					
	Construction **Type code X080** **Structure No. 10389A (Sta. 7+78 to Sta. 12+22)**					
	Final Contract Payment Summary	Lump Sum			$ 89,801.21	✓
	Construction Engineering					
	State	All Required			$ 11,469.17	
	TOTAL PARTICIPATING PROJECT COST				**$101,270.38**	
	Non Participating Project Cost					
	Final Contract Payment Summary	Lump Sum			$ 1,582.25	✓
	Interest on Final Payments	All Required			$ 82.33	
	TOTAL NON PARTICIPATING PROJECT COST				**$ 1,664.58**	
	TOTAL PROJECT COST				**$102,934.96**	
	Prepared based on Participating Cost as shown on the Federal Billing as of July 24, 1986.					
	AMOUNT CARRIED FORWARD .					

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 114

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BRS -B453-001									
F03046									
AGREEMENT TOTALS	41,767.24	25,200.00	41,726.26	80.00	25,200.00	33,381.01	8,181.01	B	.00
FED PROJ TOTALS	41,767.24	25,200.00	41,726.26		25,200.00	33,381.01	8,181.01	B	.00
FEDERAL PROJECT: BRS -B573-002									
F03097									
C5301985-010	16.39	.00	.00						
C5301985-011	12,629.57	10,103.66	12,629.57						
AGREEMENT TOTALS	12,645.96	10,103.66	12,629.57	80.00	10,103.66	10,103.66	.00		.00
FED PROJ TOTALS	12,645.96	10,103.66	12,629.57		10,103.66	10,103.66	.00		.00
FEDERAL PROJECT: BRS -B573-003									
F03088									
C09863 -000	4,975.86	310.99	4,975.86						
C09863 -001	82.33	.00	.00						
C09863 -010	1,586.20	.00	.00						
C09863 -011	96,294.52	80,705.31	96,294.52						
AGREEMENT TOTALS	102,938.91	81,016.30	101,270.38	80.00	81,016.30	81,016.30	.00		.00
FED PROJ TOTALS	102,938.91	81,016.30	101,270.38		81,016.30	81,016.30	.00		.00
FEDERAL PROJECT: BRS -B619-004									
F03101									
C09844 -000	8,035.24	189.89	8,035.24						
C09844 -001	265.69	.00	.00						
C09844 -010	207.24	.00	.00						
C09844 -011	251,140.95	207,151.06	251,140.95						
AGREEMENT TOTALS	259,649.12	207,340.95	259,176.19	80.00	208,626.00	207,340.95	.00		.00
FED PROJ TOTALS	259,649.12	207,340.95	259,176.19		208,626.00	207,340.95	.00		.00
FEDERAL PROJECT: BRS -B636-002									
F03104									

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                           JUNE 1985         PAGE  449
                                                                        FISCAL           GRAND TOTAL      ACTIVE  YRS
     DESCRIPTION                 PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE        TO DATE        BEG    END
                             530    1096      945      00 P 2            .11CR           22.92           22.92     84     85
                             530    1096      946      00 P 1            .37CR           95.60           95.60     84     85
                             530    1096      946      00 P 2            .25CR           66.45           66.45     84     85
                             530    1096      948      00 P 1            .48CR          129.23          129.23     84     85
                             530    1096      948      00 P 2            .31CR           83.54           83.54     84     85
                                              TOT         P1           369.05      123,443.26      123,443.26
                                              TOT         P2           256.50       33,447.75       33,447.75
                                           ** JOB TOTALS **            625.55 **   156,891.01 **   156,891.01 **

   UPRRXING @ HINKLE RD      CONT NO       FA PROJ NOS RRS B573001 100                                         STATE
                             530    1098      205      01 P 1          228.38CR       3,660.14CR      3,660.14CR   84     85
                             530    1098      270      01 P 1        4,567.55        73,202.75       73,202.75     84     85
                             530    1098      296      00 N 9        3,905.25CR      62,633.81CR     62,633.81CR   84     85
                             530    1098      298      00 N 9        3,905.25        62,633.81       62,633.81     84     85
                             530    1098      948      00 P 1             .23CR          50.28           50.28     84     85
                                              TOT         P1         4,338.94        69,592.89       69,592.89
                                           ** JOB TOTALS **          4,338.94 **    69,592.89 **    69,592.89 **

   UPRR XING-AIRPORT RD      CONT NO     * FA PROJ NOS RRS B618002 100                                         STATE
                             531    1002      270      01 P 1                                         104,837.10   81     83
                             531    1002      282      03 P 1                                          10,216.40   81     82
                             531    1002      296      00 N 9                           486.30CR      116,795.44CR 80     84
                             531    1002      297      00 N 9                           486.30            486.30   84     84
                             531    1002      298      00 N 9                                         116,309.14   80     83
                             531    1002      900      00 P 1                                          12,074.66   80     82
                             531    1002      900      00 N 1                                             155.66   80     81
                             531    1002      900      02 P 1                                               1.11   81     81
                             531    1002      900      02 N 1                                              34.25   81     81
                             531    1002      915      00 P 1                                           1,672.16   83     83
                             531    1002      915      03 P 1                                             108.14   81     82
                             531    1002      920      00 P 1                                              63.31   80     82
                             531    1002      948      00 P 1                                              81.60   81     83
                             531    1002      950      00 P 1                                             177.90   81     81
                                              TOT         P1                                          129,232.38
                                              TOT         N1                                              189.91
                                           ** JOB TOTALS **                     **              **    129,422.29 **

   GRAN RON R(L COVE RD)BR   CONT NO 9844   FA PROJ NOS BRS B619004 100                                        STATE
                             531    1021      201      00 P 1                          231,240.41      231,240.41   84     85
                             531    1021      203      00 P 1                            2,700.00CR      2,700.00CR 84     85
                             531    1021      204      00 P 1        1,501.60            4,498.40CR      4,498.40CR 84     85
                             531    1021      296      00 N 9        1,203.45CR        253,059.39CR    253,059.39CR 84     85
                             531    1021      297      00 N 9                           52,300.00       52,300.00   84     85
                             531    1021      298      00 N 9        1,203.45          200,759.39      200,759.39   84     85
                             531    1021      900      00 P 1          211.76           17,688.85       17,791.62   84     85
                             531    1021      900      00 N 1                              207.24          207.24   84     84
```

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
			TOT	00					
			** JOB TOTALS **		**	**	**		
BENSEL RD-HERMISTON DITCH	CONT NO 9321 * FA PROJ NOS RS B571002 100							STATE	
	530	1075	201	00 P 1			552,483.18	81	82
	530	1075	208	00 N 1			45.47CR	82	82
	530	1075	270	01 P 1			1,364.70	82	82
	530	1075	296	00 N 9			521,262.27CR	81	84
	530	1075	297	00 N 9			38,406.72	81	82
	530	1075	298	00 N 9			532,855.55	81	84
	530	1075	900	00 P 1			43,407.26	81	83
	530	1075	900	00 N 1			45.79	82	82
	530	1075	920	00 P 1			114.58	81	82
	530	1075	928	00 N 1			45.47	82	83
	530	1075	939	00 P 1			57.79	82	83
	530	1075	940	00 P 1			3,311.30	81	83
	530	1075	941	00 P 1			16.90	81	82
	530	1075	944	00 P 1			73.20	81	82
	530	1075	945	00 P 1			1,380.14	81	82
	530	1075	946	00 P 1			2,063.65	81	83
	530	1075	946	00 N 1			44.34	81	83
	530	1075	948	00 P 1			8.94	83	83
			TOT	P1			604,281.64		
			TOT	N1			90.13		
			** JOB TOTALS **		**	**	604,371.77	**	
A LINE CAN BR & FD CAN BR	CONT NO 9863 FA PROJ NOS BRS B573003 59 BROS3000008 41							STATE	
	530	1096	201	00 P 1		117,345.74	117,345.74	84	85
	530	1096	201	00 P 2		29,386.36	29,386.36	84	85
	~~530~~	~~1096~~	~~204~~	~~00 P 1~~		~~4,264.68CR~~	~~4,264.68CR~~	34	85
	~~530~~	~~1096~~	~~204~~	~~00 P 2~~		~~2,963.60CR~~	~~2,963.60CR~~	84	85
	~~530~~	~~1096~~	~~296~~	~~00 N 9~~	~~875.45CR~~	~~140,252.61CR~~	~~140,252.61CR~~	84	85
	~~530~~	~~1096~~	~~297~~	~~00 N 9~~	875.45	34,888.61	34,888.61	84	85
	~~530~~	~~1096~~	~~298~~	~~00 N 9~~		~~105,364.00~~	~~105,364.00~~	84	85
	530	1096	900	00 P 1	375.68	7,648.79	7,648.79	84	85
	530	1096	900	00 P 2	261.10	5,197.76	5,197.76	84	85
	530	1096	920	00 P 1	.19CR	40.63	40.63 +74.12	84	85
	530	1096	920	00 P 2	.12CR	28.24	28.24	84	85
	530	1096	940	00 P 1	.26CR	999.35	999.35	84	85
	530	1096	940	00 P 2	.19CR	694.45	694.45	84	85
	530	1096	941	00 P 1	4.06CR	1,054.72	1,054.72	84	85
	530	1096	941	00 P 2	2.84CR	732.89	732.89 2105.23 +196.48	84	85
	530	1096	942	00 P 1	.20CR	51.16	51.16	84	85
	530	1096	942	00 P 2	.14CR	35.57	35.57	84	85
	530	1096	944	00 P 1	.92CR	309.73	309.73	84	85
	530	1096	944	00 P 2	.64CR	163.17	163.17	84	85
	530	1096	945	00 P 1	.15CR	32.99	32.99	84	85

9863

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
TREASURER OF THE STATE OF OREGON

ADDRESS
CAPITOL BUILDING
SALEM, OREGON 97310

PAID BY
(For use of Paying Office)

STATE
OREGON

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☐ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 6-20-84
TO 2-14-86

FEDERAL AID PROJECT NO.
BROS-3000(8)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

114

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$63,682.33	$63,631.22	80%	$50,904.98	$50,904.98	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
OREGON	7-22-86	CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $0.00
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	FEED CANAL (EDWARDS RD.) BRIDGE SECTION **COUNTY ROAD** **UMATILLA COUNTY**					
	Construction **Type Code X080** **Structure No. 10463A (Sta. 8+60 to Sta. 11+40)**					
	final Contract Payment Summary	Lump Sum			$10,273.35	
	Roadwork					
	Final Contract Payment Summary	Lump Sum			$46,238.44	
	TOTAL PARTICIPATING CONSTRUCTION COST				$56,511.79	
	Construction Engineering					
	State	All Required			$ 7,119.43	-92.46
	TOTAL PARTICIPATING CONSTRUCTION COST				**$63,631.22**	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 51.11	
	TOTAL PROJECT COST				**$63,682.33**	
	Prepared based on Participating Cost as shown on the Federal Billing as of July 24, 1986.					
	AMOUNT CARRIED FORWARD . .					

11/15/86

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
C09863	000		555	0521		.00	9.22
C09863	000		555	0521		.00	9.22
C09863	000		555			.00	9.22
C09863	000		556	0521		.00	.00
C09863	000		556	0521		.00	.00
C09863	000		556			.00	.00
C09863	000					.00	.00
C09863	000	010	001	0813		.00	9.22
C09863	000	010	001	0813		.00	407.44
C09863	000	010	001	0821		.00	407.44
C09863	000	010	001	0821		.00	155.80
C09863	000	010	001			.00	155.80
C09863	000	010				.00	563.24
C09863	000	900	001	5013		.00	563.24
C09863	000	900	001	5013		.00	82.02
C09863	000	900	001			.00	82.02
C09863	000	900				.00	82.02
C09863	000	901	001	7364		.00	82.02
C09863	000	901	001	7364		.00	263.13
C09863	000	901	001			.00	263.13
C09863	000	901	504	7300		.00	263.13
C09863	000	901	504	7300		.00	17.15
C09863	000	901	504			.00	17.15
C09863	000	901				.00	17.15
C09863	000	920	001	0631		.00	280.28
C09863	000	920	001	0631		.00	74.12
C09863	000	920	001			.00	74.12
C09863	000	920				.00	74.12
C09863	000	940	001	8221		.00	74.12
							196.44

PAR

1/15/84

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
C09863	000	940	001	8221		.00	196.44
C09863	000	940	001			.00	196.44
C09863	000	940				.00	196.44
C09863	000					.00	1.205.34
C09863	001		349	8067		.00	133.44
C09863	001		349	8067		.00	133.44
C09863	001		349			.00	133.44
C09863	001		598	8067		.00	.00
C09863	001		598	8067		.00	.00
C09863	001		598			.00	.00
C09863	001					.00	133.44
C09863	001					.00	133.44
C09863	010		300	8067		.00	1.582.25
C09863	010		300	8067		.00	1.582.25
C09863	010		300			.00	1.582.25
C09863	010		598	0521		.00	3.95
C09863	010		598	0521		.00	3.95
C09863	010		598			.00	3.95
C09863	010					.00	1.586.20
C09863	010					.00	1.586.20
C09863	011		300	8067		.00	27.544.53-
C09863	011		300	8067		.00	27.544.53-
C09863	011		300			.00	27.544.53-
C09863	011		598	0521		.00	5.93-
C09863	011		598	0521		.00	5.93-
C09863	011		598			.00	5.93-
C09863	011					.00	27.550.46-
C09863	011	900	598	8067		.00	401.72

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
C09863	011	900	598	8067		.00	401.72
C09863	011	900	598			.00	401.72
C09863	011	900				.00	401.7
C09863	011					.00	27.148.7-
C09863	021		300	8067		.00	27.125.43
C09863	021		300	8067		.00	27.125.43
C09863	021		300			.00	27.125.43
C09863	021		598	0521		.00	1.9-
C09863	021		598	0521		.00	1.9
C09863	021		598			.00	1.9
C09863	021					.00	[redacted]
C09863	021	900	598	8067		.00	401.72-
C09863	021	900	598	8067		.00	401.72-
C09863	021	900	598			.00	401.72-
C09863	021	900				.00	401.72-
C09863	021					.00	26.725.6
C09863						.00	2.501.9-

cut

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REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 114

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BROS-3000-008									
F03089									
C09863 -000	3,457.78	1,640.34	3,457.78						
C09863 -001	51.11	.00	.00						
C09863 -021	60,173.44	49,264.64	60,173.44						
AGREEMENT TOTALS	63,682.33	50,904.98	63,631.22	80.00	50,904.98	50,904.98	.00		.00
FED PROJ TOTALS	63,682.33	50,904.98	63,631.22		50,904.98	50,904.98	.00		.00
EDERAL PROJECT: BROS-3100-006									
F01743									
C09913 -000	5,976.09	176.79	5,976.09						
C09913 -001	138.68	.00	.00						
C09913 -011	108,502.96	91,406.45	108,502.96						
AGREEMENT TOTALS	114,617.73	91,583.24	114,479.05	80.00	92,385.00	91,583.24	.00		.00
FED PROJ TOTALS	114,617.73	91,583.24	114,479.05		92,385.00	91,583.24	.00		.00
FEDERAL PROJECT: BROS-3100-013									
F04186									
C10273 -000	14,524.02	17,010.33	14,524.02						
C10273 -011	148,323.24	112,773.28	148,323.24						
AGREEMENT TOTALS	162,847.26	129,783.61	162,847.26	80.00	143,589.00	130,277.81	.00		494.20
FED PROJ TOTALS	162,847.26	129,783.61	162,847.26		143,589.00	130,277.81	.00		494.20
EDERAL PROJECT: BROS-3100-014									
F04294									
C10320 -000	12,577.33	14,004.42	12,577.33						
C10320 -011	80,584.00	56,774.30	76,554.80						
AGREEMENT TOTALS	93,161.33	70,778.72	89,132.13	80.00	113,015.00	71,305.70	.00		526.98
FED PROJ TOTALS	93,161.33	70,778.72	89,132.13		113,015.00	71,305.70	.00		526.98
FEDERAL PROJECT: BROS-3301-002									
F04358									

DESCRIPTION	PREFIX	FUNCTION	SUB	F. GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
			TOT	00					
		** JOB TOTALS **			**	**	**		
BENSEL RD-HERMISTON DITCH	CONT NO 9321 * FA PROJ NOS RS B571002 100							STATE	
	530	1075	201	00 P 1			552,483.18	81	82
	530	1075	208	00 N 1			45.47CR	82	82
	530	1075	270	01 P 1			1,364.70	82	82
	530	1075	296	00 N 9			571,262.27CR	81	84
	530	1075	297	00 N 9			38,406.72	81	82
	530	1075	298	00 N 9			532,855.55	81	84
	530	1075	900	00 P 1			43,407.26	81	83
	530	1075	900	00 N 1			45.79	82	82
	530	1075	920	00 P 1			114.58	81	82
	530	1075	928	00 N 1			45.47	82	83
	530	1075	939	00 P 1			57.79	82	83
	530	1075	940	00 P 1			3,311.30	81	83
	530	1075	941	00 P 1			16.90	81	82
	530	1075	944	00 P 1			73.20	81	82
	530	1075	945	00 P 1			1,380.14	81	82
	530	1075	946	00 P 1			2,063.65	81	83
	530	1075	946	00 N 1			44.34	81	83
	530	1075	948	00 P 1			8.94	83	83
			TOT	P1			604,281.64		
			TOT	N1			90.13		
		** JOB TOTALS **			**	**	604,371.77 **		
A LINE CAN BR & FD CAN BR	CONT NO 9863 FA PROJ NOS BRS B573003 59 BROS3000008 41							STATE	
	530	1096	201	00 P 1		117,345.74	117,345.74	84	85
	530	1096	201	00 P 2		29,386.36	29,386.36	84	85
	530	1096	204	00 P 1		4,264.68CR	~~4,264.68CR~~	84	85
	530	1096	204	00 P 2		2,963.60CR	~~2,963.60CR~~	84	85
	~~530~~	~~1096~~	~~296~~	~~00 N 9~~	~~875.45CR~~	~~140,252.61CR~~	~~140,252.61CR~~	84	85
	~~530~~	~~1096~~	~~297~~	~~00 N 9~~	~~875.45~~	~~34,888.61~~	~~34,888.61~~	84	85
	~~530~~	~~1096~~	~~298~~	~~00 N 9~~		~~105,364.80~~	~~105,364.80~~	84	85
	530	1096	900	00 P 1	375.68	7,648.79	7,648.79	84	85
	530	1096	900	00 P 2	261.10	5,197.76	5,197.76	84	85
	530	1096	920	00 P 1	.19CR	40.63	40.63	84	85
	530	1096	920	00 P 2	.12CR	28.24	28.24	84	85
	530	1096	940	00 P 1	.26CR	999.35	999.35	84	85
	530	1096	940	00 P 2	.19CR	694.45	694.45	84	85
	530	1096	941	00 P 1	4.06CR	1,054.72	1,054.72	84	85
	530	1096	941	00 P 2	2.84CR	732.89	732.89	84	85
	530	1096	942	00 P 1	.20CR	51.16	51.16	84	85
	530	1096	942	00 P 2	.14CR	35.57	35.57	84	85
	530	1096	944	00 P 1	.92CR	309.73	309.73	84	85
	530	1096	944	00 P 2	.64CR	163.17	163.17	84	85
	530	1096	945	00 P 1	.15CR	32.99	32.99	84	85

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                          JUNE 1985        PAGE  449
                                                                                   FISCAL          GRAND TOTAL      ACTIVE  YRS
      DESCRIPTION               PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH      YEAR TO DATE        TO DATE         BEG     END
                           530    1096     945    00 P 2            .11CR              22.92             22.92       84     85
                           530    1096     946    00 P 1            .37CR              95.60             95.60       84     85
                           530    1096     946    00 P 2            .25CR              66.45             66.45       84     85
                           530    1096     948    00 P 1            .48CR             129.23            129.23       84     85
                           530    1096     948    00 P 2            .31CR              83.54             83.54       84     85
                                           TOT       P1           369.05          123,443.26        123,443.26
                                           TOT       P2           256.50           33,447.75         33,447.75
                                        ** JOB TOTALS **          625.55  **      156,891.01  **    156,891.01  **

                                                                                                                    STATE
  UPRRXING @ HINKLE RD     CONT NO       FA PROJ NOS RRS B573001 100
                           530    1098     205    01 P 1          228.38CR          3,660.14CR        3,660.14CR     84     85
                           530    1098     270    01 P 1        4,567.55           73,202.75         73,202.75       84     85
                           530    1098     296    00 N 9        3,905.25CR         62,633.81CR       62,633.81CR     84     85
                           530    1098     298    00 N 9        3,905.25           62,633.81         62,633.81       84     85
                           530    1098     948    00 P 1             .23CR             50.28             50.28       84     85
                                           TOT       P1         4,338.94           69,592.89         69,592.89
                                        ** JOB TOTALS **        4,338.94  **       69,592.89  **     69,592.89  **

                                                                                                                    STATE
  UPRR XING-AIRPORT RD     CONT NO     * FA PROJ NOS RRS B618002 100
                           531    1002     270    01 P 1                                            104,837.10       81     83
                           531    1002     282    03 P 1                                             10,216.40       81     82
                           531    1002     296    00 N 9                              486.30CR      116,795.44CR     80     84
                           531    1002     297    00 N 9                              486.30            486.30       84     84
                           531    1002     298    00 N 9                                            116,309.14       80     83
                           531    1002     900    00 P 1                                             12,074.66       80     82
                           531    1002     900    00 N 1                                                155.66       80     81
                           531    1002     900    02 P 1                                                  1.11       81     81
                           531    1002     900    02 N 1                                                 34.25       81     81
                           531    1002     915    00 P 1                                              1,672.16       83     83
                           531    1002     915    03 P 1                                                108.14       81     82
                           531    1002     920    00 P 1                                                 63.31       80     82
                           531    1002     948    00 P 1                                                 81.60       81     83
                           531    1002     950    00 P 1                                                177.90       81     81
                                           TOT       P1                                             129,232.38
                                           TOT       N1                                                 189.91
                                        ** JOB TOTALS **                  **                  **    129,422.29  **

                                                                                                                    STATE
  GRAN RON R(L COVE RD)BR  CONT NO 9844   FA PROJ NOS BRS B619004 100
                           531    1021     201    00 P 1                             231,240.41        231,240.41    84     85
                           531    1021     203    00 P 1                               2,700.00CR        2,700.00CR  84     85
                           531    1021     204    00 P 1        1,501.60               4,498.40CR        4,498.40CR  84     85
                           531    1021     296    00 N 9        1,203.45CR           253,059.39CR      253,059.39CR  84     85
                           531    1021     297    00 N 9                              52,300.00         52,300.00    84     85
                           531    1021     298    00 N 9        1,203.45             200,759.39        200,759.39    84     85
                           531    1021     900    00 P 1          211.76              17,688.85         17,791.62    84     85
                           531    1021     900    00 N 1                                 207.24            207.24    84     84
```

jc cc: OSHD (Rulien) **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

#9863

REGION NO. 10	REPORT NO. 1	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT 2 - 4 - 86	REPORT MADE BY C.O. Fredrickson, Const. Engineer		PROJECT NO. BRS-B573(3) BROS-3000(8)
COMPLETION DATE (Actual) 4 - 25 - 85	ACCEPTANCE DATE BY CONRTACT AGENCY 8 - 19 - 85	TIME ELAPSED 100 %	CONTRACT TIME 4 - 30 - 85

LOCATION "A" Line Canal Bridge and USRS Feed Canal Bridge Section of FAS B573 (Hermiston-Hinkle Road) and Edwards Rd. near Hermiston & Stanfield, respectively

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

STAT HWY ENGR
FEB 18 '86
REFER TO Fredrickson
FOR
Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

cy 2/20

1. Description of Improvement as Programed:

   A. Construction of Bridge No. 10389A over the "A" Line Canal. Length = 44 feet. Roadway Width = 31 feet 5 inches.

   B. Construction of Bridge No. 10463A over the USRS Feed Canal. Length = 40 feet. Roadway Width = 27 feet 5 inches.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: E. M. Waldron Sr. Construction

3. Contract Amount: $149,297.85

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C.O. Fredrickson

Title Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr		SIGNATURE	
TITLE Area Engineer	DATE FEB 1[illegible] 1986	TITLE Field Operations Engineer	DATE FEB 4 1986

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-101	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Umatilla
MODIFICATION NUMBER 1		Project Number BRS-B573(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 10, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 98,514.00	$ 109,980.00
Federal funds	$ 78,811.00	$ 87,984.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12TH day of DEC, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 10, 1985

FEDERAL AID PROJECT NO. BRS-B573(3)

"A" Line Canal (Hermiston-Hinkle Rd.) Bridge Section
County Road
Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
Structure No. 10389A (Sta. 7+78 to 12+22)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 8.00	200	$1,600.00	365	$ 2,920.00
Detour Removal Excavation	5.00	672	3,360.00	1,101	5,505.00
Embankment in Place	5.00	935	4,675.00	1,287	6,435.00
Class B Asphalt Concrete	31.00	229	7,099.00	285	8,835.00
Concrete Wall & Collar for Pipe	(FA #3)	--	--	--	1,877.90
			$16,734.00		$25,572.90

Increase	$ 8,838.90
Subtotal from Estimate of August 8, 1984	86,796.50
Subtotal	$ 95,635.40
Engineering	14,344.60
Total	$109,980.00

Length of Project ------------------------ 0.084 miles

Federal Funds (80%)	$ 87,984.00
County Funds	21,996.00
TOTAL	$109,980.00

NONPARTICIPATING ITEMS

Multiple Mailbox Supports	Each	1	300.00	$ 300.00
Concrete Mailbox Collars	Each	1	250.00	250.00
			TOTAL	$ 550.00

Group 1: 59%
Contract No. 9863
Prefix: 530-1985 P.E.
Prefix: C09863
Appn Code: 114

RLC:me

9863

STATE COPY

TO BE COMPLETED BY FHWA 8-129	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY UMATILLA PROJECT NO. BRS-B573(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

A-Line Canal (Hermiston-Hinkle Rd.) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-20-84	0.084
OTHER *(Specify)*		

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 98,514.00	$ 78,811.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Wayne Holme
For Manager, Program Section
(Title)
XX FOR: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
FOR: Dale E. Wilken
Date executed by Division Administrator AUG 10 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 8, 1984

FEDERAL AID PROJECT NO. BRS-B573(3)

"A"-LINE CANAL (HERMISTON-HINKLE RD.) BRIDGE SECTION
COUNTY ROAD
UMATILLA COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
STRUCTURE NO. 10389A (Sta. 7+78 to Sta. 12+22)

Mobilization	Lump Sum	60%	--	$ 5,400.00
Temporary Protection and Direction of Traffic	Lump Sum	58%	--	290.00
Temporary Signs	Sq. Ft.	200	8.00	1,600.00
Temporary Barricades	Each	5	50.00	250.00
Temporary Concrete Barrier, Reflectorized	Lin. Ft.	75	35.00	2,625.00
Temporary Delineators	Each	20	20.00	400.00
Flaggers	Hour	80	10.00	800.00
Detour Removal Excavation	Cu. Yd.	672	5.00	3,360.00
Embankment in Place	Cu. Yd.	935	5.00	4,675.00
Trench Excavation	Cu. Yd.	30	4.00	120.00
1"-0 Aggregate Base	Ton	1,026	9.75	10,003.50
Class "B" Asphalt Concrete	Ton	229	31.00	7,099.00
24-inch Irrigation Pipe	Lin. Ft.	200	20.00	4,000.00
Concrete Manholes	Each	1	350.00	350.00
Guard Rail, Type 2A	Lin. Ft.	88	18.00	1,584.00
Guard Rail, Type 3	Lin. Ft.	100	28.00	2,800.00
Guard Rail Anchors, Type 1	Each	1	300.00	300.00
Guard Rail Anchors, Type 1, Modified	Each	1	300.00	300.00
Rail End Pieces, Type C	Each	4	75.00	300.00
Extra for Asphalt Approaches	Each	4	50.00	200.00
Bridge Removal Work	Lum Sum	All	--	2,500.00
Structure Excavation	Cu. Yd.	115	4.00	460.00
Structure Excavation Below Elevations Shown	Cu. Yd.	12	15.00	180.00
Special Structure Fill	Cu. Yd.	73	10.00	730.00
Structural Concrete, Class 3300	Lump Sum	All	--	4,070.00
Reinforcement	Lump Sum	All	--	1,500.00
4' x 4'/45' Prestressed Slabs	Each	8	3,200.00	25,600.00
Metal Rail with Tubing	Lin. Ft.	100	40.00	4,000.00
				$ 85,496.50

ANTICIPATED ITEMS

Roadside Seeding & Mulching	All Required (60%)	$ 300.00
Repair Ditch Lining (A-Line Canal)	All Required	1,000.00
		$ 1,300.00
	SUBTOTAL	$ 86,796.50
	Engineering	11,717.50
	TOTAL	$ 98,514.00

Length of Project ----------------- 0.084 mi.

Federal Funds (80%) --- $ 78,811.00
County Funds -- 19,703.00
TOTAL $ 98,514.00

NONPARTICIPATING ITEMS

Multiple Mailbox Supports	Each	1	300.00	$ 300.00
Concrete Mailbox Collars	Each	1	250.00	250.00
		TOTAL		$ 550.00

Group 1: 59%
Contract No. 9863
Prefix: 530-1985 P.E.
Prefix: 530-1096

Appn Code 114

WH:pf

9863

Mike Shultz

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 10, 1985

FEDERAL AID PROJECT NO. BRS-B573(3)

"A" Line Canal (Hermiston-Hinkle Rd.) Bridge Section
County Road
Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
Structure No. 10389A (Sta. 7+78 to 12+22)

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Class B Asphalt Concrete	31.00	229	7,099.00	285	8,835.00
Concrete Wall & Collar for Pipe	(FA #3)	--	--	--	1,877.90
			$16,734.00		$25,572.90

Increase	$ 8,838.90
Subtotal from Estimate of August 8, 1984	86,796.50
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Engineering	14,344.60
Total	$109,980.00

Length of Project ------------------------ 0.084 miles

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			TOTAL	$ 550.00

Group 1: 59%
Contract No. 9863
Prefix: 530-1985 P.E.
Prefix: C09863
Appn Code: 114

RLC:me

9863

✓

November 21, 1985

Fidelity & Deposit Co. of Maryland
Suite 1201, Lloyd 500 Building
500 N.E. Multnomah
Portland, OR 97232

CON 5
#9863

On August 27, 1985, we wrote to you concerning release of final payment on Contract No. 9863 awarded to E. M. Waldron Sr. Const. Inc. for work on the "A" Line Canal Bridge and USRS Feed Canal Bridge Section of FAS B573 in Umatilla County.

Final payment on this contract is $3,425.18 and the total contract amount is $147,895.25 including $2,166.49 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: E. M. Waldron Sr. Const. Inc.
64330 Bend-Redmond Hwy.
Bend, OR 97701

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

FKN:arc

NOTED ON CARD
11-21-85 ac

9863

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: August 19, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9863, On Site Work Substantially Completed April 25, 1985

All Work Completed June 28, 1985

Project "A" Line Canal Br. & USRS Feed Canal Br.

Highway FAS B573 (Hermiston-Hinkle Rd.) & Edwards Co. Rd.

County Umatilla

Type of Work Grading, Paving and Structures

Contractor E. M. Waldron Sr. Construction, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

Surety letter written 8/26/85
-jet

noted
RWGormsen

RECEIVED
AUG 20 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION 'A' Line Canal Br. & USRS Feed Canal Br		WEEK ENDING May 04, 1985
		SECTION PREFIX 530-1096
	HIGHWAY McNary	COUNTY Umatilla
NAME OF JOB	KIND OF WORK Grading, Paving, and Structures	
CONTRACTOR E.M. Waldron, Sr. Constr. Co.	CONTRACT NUMBER 9863	FEDERAL AID PROJECT NUMBER BRS-B573(3),BRS 3000(8)
DATE OF CONTRACT July 19, 1984	DATE WORK STARTED August 30, 1984	ESTIMATED COMPLETION DATE April 30, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS A: ALL SPECIFIED CALENDAR DAYS 35	WORK DAYS USED A: ALL CALENDAR DAYS USED 32
PROJECT AUTHORIZATION: $165,837.70	SPECIFIED COMPLETION DATE April 30, 1985	PERCENT OF TIME ELAPSED 91
EXCLUSIVE OF ENGINEERING: $153,687.70	ENGINEERING AUTHORIZATION $13,150.13 This week: -0-	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 98
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $149,007.50	ENGINEERING COST TO DATE $14,809.88	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2.6 %	PERCENT OF AUTHORIZATION 112.6 %	DATE PROJECT WAS COMPLETED: April 25, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.1	0.1			0.1
MILES PARTIALLY COMPLETED	0.1	0.1			0.1
MILES COMPLETED	0.1	0.1			0.1
TOTAL ESTIMATED QUANTITIES (CONTRACT)	165cy	1,286tn			444tn
TOTAL QUANTITIES CORRECTED TO DATE	218cy	1,286tn			445tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	218cy	1,000tn			444tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

No equipment used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	10389A 100	10463A 100						
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 28				
MONDAY 29	Sunny			
TUESDAY 30	Fair			F RECEIVED
WEDNESDAY 01	Fair			
THURSDAY 02	Sunny			
FRIDAY 03	Cloudy			
SATURDAY 04				

CO✓

CONTR. NO: 9863 DATE: May 04,1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

28 SUNDAY	No activity.
29 MONDAY	No activity.
30 TUESDAY	No activity.
01 WEDNESDAY	No activity.
02 THURSDAY	No activity.
03 FRIDAY	No activity.
04 SATURDAY	No activity

REMARKS

Status: USRS Feed Canal bridge completed. 'A' Line Canal bridge completed. Semi-final is nearly complete and will be submitted to Region 5 next week.

SIGNED LOCATION Hermiston

M.J. Gardner, Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

1863

(ORIGINAL)

230-1986

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
TREASURER OF THE STATE OF OREGON

ADDRESS
CAPITAL BUILDING, SALEM, OR 97310

PAID BY
(For use of Paying Office)

STATE
OREGON

VOUCHER PERIOD
FROM 10-19-83
TO 6-19-84

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
BROS-3000(7)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$10,754.09	$10,712.11	80%	$8,569.69	$8,569.69	$0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
OREGON	10-16-84	CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	FEED CANAL (EDWARDS ROAD) BRIDGE SECTION COUNTY ROAD UMATILLA COUNTY					
	PRELIMINARY ENGINEERING TYPE CODE PE					
	STATE	ALL REQUIRED			$10,712.11	
	TOTAL PARTICIPATING PROJECT COST				$10,712.11	
	NON PARTICIPATING PROJECT COST					
	PRELIMINARY ENGINEERING	ALL REQUIRED			$ 41.98	
	TOTAL PROJECT COST				$10,754.09	
	PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 10-18-84.					
	AMOUNT CARRIED FORWARD					

801
BILLING NUMBER 18

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

11/08/84

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
226-1910	1	HES -9810-003 APPR-141	6,120.00	477.49	477.49	90.00	429.74	429.74		
226-1911	1	HES -9785-001 APPR-141	25,290.00			90.00				
226-1929	1	RRS -9956-005 APPR-138	675.00	1,128.47	1,118.52	90.00	1,006.67	675.	331.67 B	
227-1960	1#	SOS -2700-001 APPR-680	20,062.90	23,704.09	23,391.51	85.77	20,062.90	20,062.90		
227-1990	1	BROS-2700-004 APPR-114	27,250.00	9,471.71	9,435.59	80.00	7,548.47	7,399.22		149.25
229-1980	1	BROS-2900-002 APPR-117	27,040.00	266.42	266.42	80.00	213.14	213.14		
229-1981	1	BROS-2900-003 APPR-117	35,120.00	40,713.65	40,713.65	80.00	32,570.92	32,570.92		
229-1988	1	BROS-2900-004 APPR-114	49,360.00	52,818.23	52,818.23	80.00	42,254.58	42,254.58		
230-1952	1#	SOS -3000-003 APPR-680	21,442.00	24,346.78	24,324.45	88.15	21,442.00	21,442.00		
	2#	BROS-3000-003 APPR-117	13,083.87	16,354.84	16,354.84	80.00	13,083.87	13,083.87		
230-1952		PREFIX TOTALS	34,525.87	40,701.62	40,679.29		34,525.87	34,525.87		
230-1953	1#	SOS -3000-004 APPR-680	3,257.88	3,695.84	3,695.84	88.15	3,257.88	3,257.88		
230-1965	1	PHS -000S-087 APPR-140	500.00	178.69	178.69	100.00	178.69	178.69		
230-1986	1#	BROS-3000-007 APPR-117	8,569.69	10,754.09	10,712.11	80.00	8,569.69	8,569.69		
230-1989	1	M -3455-001 APPR-W32	40,108.00	155.91	155.91	88.15	137.43	137.43		
231-1948	1#	BROS-3100-004 APPR-117	12,495.99	15,897.71	15,619.99	80.00	12,495.99	12,495.99		
231-1956	1	RRS -4720-001 APPR-138	1,800.00	109.49	109.49	90.00	98.54	98.54		
231-1960	1	BROS-3100-005 APPR-117	19,040.00	15,025.59	15,015.63	80.00	12,012.50	12,012.50		
233-1935	1#	PHS -000S-077 APPR-140	237.30	237.30	237.30	100.00	237.30	237.30		
233-1940	1#	BROS-3300-002 APPR-117	15,697.38	19,621.72	19,621.72	80.00	15,697.38	15,697.38		
234-1901	1	RRP -9049-001 APPR-139	1,800.00	981.19	981.19	90.00	883.07	883.07		
234-1902	1#	BROS-3400-003 APPR-117	12,217.37	15,346.69	15,271.71	80.00	12,217.37	12,217.37		
234-1903	1#	BROS-3400-004 APPR-117	16,185.05	20,723.43	20,231.31	80.00	16,185.05	16,185.05		
234-1904	1#	BROS-3400-007 APPR-117	23,360.95	29,201.19	29,201.19	80.00	23,360.95	23,360.95		
234-1905	1#	HES -9097-001 APPR-141	7,290.92	8,101.02	8,101.02	90.00	7,290.92	7,290.92		
234-1906	1#	BROS-3400-005 APPR-117	9,958.74	12,459.94	12,448.43	80.00	9,958.74	9,958.74		

DESCRIPTION		PREFIX	FUNCTION	SUB F.	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
FEED CANAL(EDWARDS RD)BR	CONT NO	I FA PROJ NOS BROS3000007 100								STATE
	230	1986	296	00 N	9		294.58	2,415.56CR	10,244.30CR	
	230	1986	297	00 N	9		294.58CR	[illegible]	[illegible]	
	230	1986	298	00 N	9			1,862.31	[illegible]	
	230	1986	901	00 P	1	Project manager			[illegible]	
	230	1986	901	00 N	1	" "			41.98	✓
	230	1986	906	00 P	1	FINAL DESIGN			1,481.53	
	230	1986	[illegible]	00 P	1				~~9.90~~	To 927
	230	1986	918	00 P	1	LOCATION			158.73	
	230	1986	920	00 P	1	PROGRAM Section			87.12	
	230	1986	921	00 P	1			192.20	[illegible]	To 929
	230	1986	922	00 P	1	AMINISTRATIVE SERVICES			34.53	
	230	1986	923	00 P	1	ENVIRONmental Section			74.62	
	230	1986	926	00 P	1	STRUCTURAL FOUNDATION			1,718.94	
	230	1986	927	00 P	1	FREE BRIDGE DESIGN			[illegible]	3230.48
	230	1986	929	00 P	1	FREE Specifications		24.33	[illegible]	568.48
	230	1986	933	00 P	1	Surfacing DESIGN			14.31	
	230	1986	937	00 P	1	HYDRAULICS			277.75	
			TOT	P1				216.53	10,712.11	
			TOT	N1					41.98	
		** JOB TOTALS **					**	216.53 **	10,754.09 **	
SW HAILEY - SW RUNNION	CONT NO	FA PROJ NOS M 3456001 100								STATE
	230	1989	296	00 N	9			.06	379.40CR	
	230	1989	297	00 N	9				270.00	
	230	1989	298	00 N	9			.06CR	109.40	
	230	1989	901	00 P	1				53.00	
	230	1989	918	00 P	1				4.30	
	230	1989	920	00 P	1				66.81	
	230	1989	923	00 P	1		31.80	31.80	31.80	
			TOT	P1			31.80	31.80	155.91	
		** JOB TOTALS **					31.80 **	31.80 **	155.91 **	
BIG CR(BIG CR DR)BRIDGE	CONT NO	I FA PROJ NOS BROS31C0004 100								STATE
	231	1948	296	00 N	9		44.08CR	44.08CR	14,940.07CR	
	231	1948	297	00 N	9		44.08	44.08	2,444.08	
	231	1948	298	00 N	9				12,495.99	
	231	1948	901	00 P	1				3,193.59	
	231	1948	906	00 P	1				2,762.70	
	231	1948	914	00 P	1				291.06	
	231	1948	918	00 P	1				1,810.72	
	231	1948	920	00 P	1				142.85	
	231	1948	921	00 P	1			1,076.83CR		
	231	1948	922	00 P	1				66.60	
	231	1948	923	00 P	1				124.44	
	231	1948	926	00 P	1				2,439.82	

.9[illegible]

STATE COPY ✓

TO BE COMPLETED BY FHWA		
8-128	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Umatilla PROJECT NO. BROS-3000(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Feed Canal (Edwards Rd.) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-20-84	0.053

OTHER *(Specify)*

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 66,699.00	$ 53,359.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Wayne [illegible]
For- Manager, Program Section
(Title)
XXBy For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilkan
Date executed by Division Administrator [illegible] 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon August 8, 1984

Federal Aid Project No. BROS-3000(8)

Feed Canal (Edwards Rd.) Bridge Section
County Road
Umatilla County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure No. 10463A (Sta. 8+60 to Sta. 11+40)

Mobilization	Lump Sum	40%	Lump Sum	$ 3,000.00
Temporary Protection and Direction of Traffic	Lump Sum	42%	Lump Sum	210.00
Temporary Signs	Sq. Ft.	482	8.00	3,856.00
Temporary Barricades	Each	2	50.00	100.00
Temporary Concrete Barrier, Reflectorized	Lin. Ft.	75	35.00	2,6~~72~~25.00
Flaggers	Hour	80	10.00	800.00

ROADWORK

Toe Trench Excavation	Cu. Yd.	36	4.00	144.00
General Excavation	Cu. Yd.	165	4.00	660.00
1"-0 Aggregate Base	Ton	260	9.7~~0~~5	2,535.00
Class "B" Asphalt Concrete	Ton	127	31.00	3,937.00
Guard Rail, Type 2A	Lin. Ft.	63	18.00	1,134.00
Guard Rail, Type 3	Lin. Ft.	100	28.00	2,800.00
Guard Rail Anchors, Type 1	Each	1	300.00	300.00
Guard Rail Anchors, Type 1, Modified	Each	1	300.00	300.00
Rail End Pieces, Type C	Each	4	75.00	300.00
Extra for Asphalt Approaches	Each	5	50.00	250.00
Loose Riprap, Class 50	Cu. Yd.	70	20.00	1,400.00
Bridge Removal Work	Lump Sum	All	Lump Sum	1,500.00
Structure Excavation	Cu. Yd.	80	4.00	320.00
Structure Excavation Below Elevations Shown	Cu. Yd.	7	15.00	105.00
Special Structure Fill	Cu. Yd.	46	10.00	460.00
Structure Concrete, Class 3300 18 C.Y.	Lump Sum	All	Lump Sum	3,330.00
Reinforcement 2700 Lbs.	Lump Sum	All	Lump Sum	1,500.00
4'x45/50 Prestressed Slabs	Each	7	3,200.00	22,400.00
Metal Rail with Tubing	Lin. Ft.	100	40.00	4,000.00
				$ 58,566.00

Anticipated Items

Roadside Seeding and Mulching	(40%)	All Required	$	200.00
		Subtotal	$	58,766.00
		Engineering		7,933.00
		Total	$	66,699.00

Length of Project		0.053 mi.

Federal Funds (80%)	$	53,359.00
County Funds		13,340.00
Total	$	66,699.00

Group 2 -41%
Contract No. 9863
Prefix: 230-1986
Prefix: 530-1096
Appn Code 114

July 23, 1984

PRO

Carlos Van Elsberg
Director of Public Work
Umatilla County
390 Westgate
Pendleton, OR 97801

Subject: A-Line Canal (Hermiston-Hinkle Rd) Br. #BRS-573(2)
Feed Canal (Edwards Rd.) Br. #BROS-3000(7)
Umatilla County

On July 12, 1984 the Highway Division received a satisfactory bid from E.M. Waldron Sr. Construction Incorporated, 64330 Bend-Redmond Highway, Bend, Oregon 97701 for the subject project.

These are Highway Bridge Replacement (HBR) projects and as per our agreements 7962 and 7955, the counties share of the estimated construction cost are as follows:

	BRS-573(2)		BROS-3000(7)
Contractor bid	$ 86,046.50		$ 58,566.00
Anticipated Items	1,300.00		200.00
SUBTOTAL	$ 87,346.50		$ 58,766.00
Contingencies (4-1/2%)	3,930.59		2,644.47
Engineering (9%)	7,861.19		5,288.94
Total Contract Cost	$ 99,138.28		$ 66,699.41
Less Federal Funds (80%)		$(132,670.15)	
Counties Share (20%)		33,167.54	
Counties Advance Deposit AD #84-65		(36,400.00)	
Counties Excess Advance Deposit		$ (3,232.46)	

The contract was awarded July 20, 1984. If the County wishes to withdraw the $3,200 excess in their advance deposit account please notify this office.

Very Truly Yours,

Gary A. Potter, Manager

MKS:me
bcc: Roger Lang, Region 5
Vern Skoog

7863

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

6-28-84

Highway # 530
Umatilla Co.

Attention: Right-of-way Section

Subject: Federal Aid Project No. BRS-8573(2) Prefix 530-1985

Project Name A-Line Canal Bridge # 10389

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
JUL 5 '84
Manager
Resource Unit
Project Unit
Program Unit
REFER TO
Circle one R/D D/R
Act Disc Info File

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Pendleton, Oregon, this 28th day of June, 1984

County of Umatilla

County Judge/Chairman

Certified By:

Regional Right-of-Way Supervisor
Date 7-2-84

William S. Hansell
Commissioner

Commissioner

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/81

9863

June 20, 1984

PRO

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Deviation From Standards
A-Line Canal (Hermiston-Hinkle Rd.) Br.
Umatilla County
Project No. BRS-B573(3)

Umatilla County has requested a Deviation For Standards for "Highways other than Freeways", on the subject project. They feel that a 32-foot structure width would be adequate at this location.

The existing county road has a pavement width of 22-feet and there are no plans to improve this typical section. The County feels that a 40-foot bridge section would be unwarrented at this location.

We feel the County is justified in this matter and request your concurrence.

MKS:pf

9863

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
BRS-B573(3) &
BROS-3000(8)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40014 &
40015

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
6/20/84

8. FEDERAL ROUTE NUMBER
Secondary B573 &
Non Federal-aid

9. STATE ROUTE NUMBER
County Roads

10. GENERAL LOCATION:

"A" Line Canal (Hermiston - Hinkle Road) Bridge Section and
Feed Canal (Edwards Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 6/18/84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $236,000; Federal Funds $188,800 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof. The 32 foot structure width for project BRS-B573(3) is approved as requested by Mr. Potter's 6/20/84 letter.

I accept the certifications of Mr. Rod Henry dated 6/13/84 and 6/15/84 that provisions of FHPM 7-5-1 have been compiled with.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

Oregon Micro-Imaging, Inc.
1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

9863

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-B573(3) & BROS-3000(8)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40014 & 40015

2A. COUNTY NAME Umatilla

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/20/84

8. FEDERAL ROUTE NUMBER Secondary B573 & Non Federal-aid

9. STATE ROUTE NUMBER County Roads

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☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

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The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with you March 28, 1984 letter.

RECEIVED
STATE HWY ENGR
JUN 27 '84

FHWA - Oregon Division	5. ITEM NO. 40014 & 40015	Umatilla

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/20/84	8. FEDERAL ROUTE NUMBER Secondary B573 & Non Federal-aid	9. STATE ROUTE NUMBER County Roads

10. GENERAL LOCATION:

"A" Line Canal (Hermiston - Hinkle Road) Bridge Section and Feed Canal (Edwards Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Advertise for Bids

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☐ ACQUISITION OF RIGHT-OF-WAY
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☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 6/18/84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $236,000; Federal Funds $188,800 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof. The 32 foot structure width for project BRS-B573(3) is approved as requested by Mr. Potter's 6/20/84 letter.

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The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with you March 28, 1984 letter.

RECEIVED
STATE HWY ENGR
JUN 27 '84
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig to 427

14. DATE 6/20/84	15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

OMI
Oregon Micro-Imaging, Inc.
1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

June 15, 1984

Carlos Van Elsberg
Director of Public Works
390 Westgate
Pendleton, OR 97801

Subject: Construction Advance Deposits For
#BRS-573(2) A-Line Canal (Hermiston-Hinkle Road) Br. &
#BROS-3000(7) Feed Canal (Edwards Road) Br.
Umatilla County

At your request, we are soliciting an Advance Deposit on the subject project. The project is on the July 12, 1984 Contract Letting Schedule and funded under the Highway Bridge Replacement (HBR) Program.

Per our Agreement No. 7962 & 7955, the counties share of the estimated construction cost is as follows:

Estimated Contract Amount	$ 158,870
Anticipated Additional Items	1,500
Subtotal	$ 160,370
Contingencies (4-1/2%)	7,217
Engineering (9%)	14,433
Total Contract Cost	$ 182,020
Less Federal Funds (80%)	(146,616)
Counties Share (20%)	$ 36,404
Est. Counties Share & Advance Deposit	$ 36,400

To assure that the contract may be " Awarded Early " we must receive your Advance Deposit of $ 36,400 before July 12, 1984. It is our assumption that the county will place the advance deposit in the Local Government Investment Pool. Enclosed is a Limited Power of Attorney Form.

Very Truly Yours,

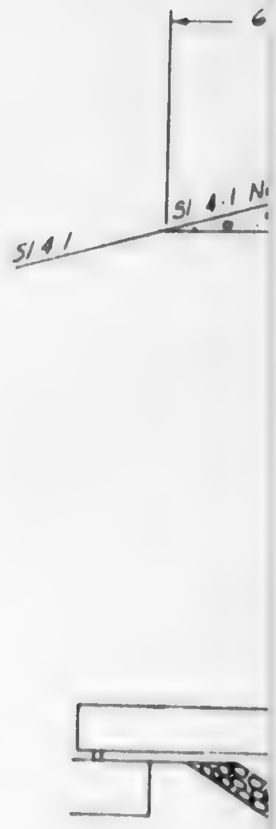
LGIP.
RECEIVED 7-11-84

Gary A. Potter, Manager
Program Section

MKS:me
Attachments
bcc: W/AD 84-65 Roger Lang, Region 5
Vern Skoog - Please return completed AD #84-65 when Advance Deposit is received.

S U M M A R Y

ITEM	UNIT	QUANTITY	SEGREGATION OF QUANTITIES FAS B573 Hermiston-Hinkle Rd.	SEGREGATION OF QUANTITIES Edwards Road
Mobilization	All	All	60%	40%
Temporary Protection and Direction of Traffic	All	All	58%	42%
Temporary Signs	Sq.Ft.	682	200	482
Temporary Barricades	Each	7	5	2
Temporary Concrete Barrier, Reflectorized	Lin.Ft.	150	75	75
Temporary Delineators	Each	20	20	
Flaggers	Hour	160	80	80
ROADWORK				
Removal of Structures and Obstructions	All	All	60%	40%
Toe Trench Excavation	Cu.Yd.	36		36
Detour Removal Excavation	Cu.Yd.	672	672	
General Excavation	Cu.Yd.	165		165
Embankment in Place	Cu.Yd.	935	935	
Trench Excavation	Cu.Yd.	30	30	
1"-0 Aggregate Base	Ton	1,286	1,026	260
Class "B" Asphalt Concrete	Ton	356	229	127
24-inch Irrigation Pipe	Lin.Ft.	200	200	
Concrete Manholes	Each	1	1	
Guard Rail, Type 2A	Lin.Ft.	151	88	63
Guard Rail, Type 3	Lin.Ft.	200	100	100
Guard Rail Anchors, Type 1	Each	2	1	1
Guard Rail Anchors, Type 1 Modified	Each	2	1	1
Rail End Pieces, Type C	Each	8	4	4
Extra for Asphalt Approaches	Each	9	4	5
Loose Riprap, Class 50	Cu.Yd.	70		70
Multiple Mailbox Supports	Each	1	1	
Concrete Mailbox Collars	Each	1	1	
STRUCTURES				
Bridge No. 10389A				
Bridge Removal Work	All	All	All	
Structure Excavation	Cu.Yd.	115	115	
Structure Excavation Below Elevations Shown	Cu.Yd.	12	12	
Special Structure Fill	Cu.Yd.	73	73	
Structural Concrete, Class 3300	All	All	All	
Reinforcement	All	All	All	
4'x40'/45' Prestressed Slabs	Each	8	8	
Metal Rail with Tubing	Lin.Ft.	100	100	
Bridge No. 10463A				
Bridge Removal Work	All	All		All
Structure Excavation	Cu.Yd.	80		80
Structure Excavation Below Elevations Shown	Cu.Yd.	7		7
Special Structure Fill	Cu.Yd.	46		46
Structural Concrete, Class 3300	All	All		All
Reinforcement	All	All		All
4'x45'/50' Prestressed Slabs	Each	7		7
Metal Rail with Tubing	Lin.Ft.	100		100



9863

Section "A" Line Canal Bridge and USRS Feed Canal Br's **Programming Estimate $**
Highway FAS B573 (Hermiston-Hinkle Rd) and Edwards Rd. **Project Length** —
County Umatilla **Completion Time** Most work on USRS Feed Canal by [illegible] All work except "A" Line canal paving by 11/[illegible] All work by 6/30/85
Kind of Work Grading, Paving and Structures **Est. Comp. Date** 9/[illegible] 84
Prefix 530-1985-921 **Letting Date** July 12, 1984 **Project No.** BRS-E573([illegible]) BROS-3000(E)

REC'D 6/14/84 @ 1:30 PM JG

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 168,581.50

Anticipated Additional Items:

Royalty Payment.	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping.	
Temporary Pavement Striping.	
Remove Pavement Striping (Exist. & Temp.) . . .	
Temporary Erosion Control	
State Furnished ________	
Roadside Seeding & Mulching	500
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x ____ hrs)	
State Responsibility for Damages.	
Signal Controller Testing	
"OPTICOM" Testing	
Bikeway Signs	
Bikeway Striping & Legend	
Repair Ditch Lining ("A" Line Canal) . . .	1000.00
. . . .	
. . . .	
. . . .	
. . . .	
Adjust Utilities:	
. . . .	
. . . .	

$ 1500.00

Subtotal $ 170,081.50

Contingencies (4-1/2%) 7,653.67

Engineering (~~8~~, 9, ~~10~~%) 15,307.33

Subtotal $ 193,042.50

Credit for ______________________________ . . . . ________

Estimated Net Authorization, Construction . . . .$ 193,042.50

APPROVED

____
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION "A" Line Canal Bridge and USRS Feed Canal Bridge Sec.	COUNTY Umatilla	SHEET 1	OF 3
KIND OF WORK Grading, Paving and Structure	KEY NUMBER	LENGTH	DATE
			NAME BLACHLY

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Mobilization		LUMP SUM	All	LUMP SUM	16,000.00
	Temporary Protection and Direction of Traffic		LUMP SUM	All	LUMP SUM	3000.00
	Temporary Signs		Sq Ft	682	6.00	4092.00
	Temporary Barricades		Each	7	70.00	490.00
	Temporary Concrete Barrier, Reflectorized		Lin Ft	150	16.00	2,400.00
	Temporary Delineators		Each	20	18.00	360.00
	Flaggers		Hour	160	17.-	2,720.00
	ROADWORK					
	~~Removal of Structures and Obstructions~~		LUMP SUM	~~All~~	LUMP SUM	—
	Toe Trench Excavation		Cu Yd	36	8-	288.00
	Detour Removal Excavation		Cu Yd	672	4.50	3,024.00
	General Excavation		Cu Yd	165	8-	1,320.00
	Embankment in Place		Cu Yd	935 ~~265~~	5.50	5,142.50 ~~[illegible]~~
	~~Stone Embankment~~		~~Cu Yd~~	~~672~~	~~2-~~	~~[illegible]~~
	Trench Excavation		Cu Yd	30 ~~40~~	10-	300.00 ~~400.00~~
	Aggregate Base		Ton	1286	8.00	10,288.00
	Class "B" Asphalt Concrete		Ton	356	[illegible]	3,172.00
	24-inch Irrigation Pipe		Lin Ft	200	[illegible]	[illegible]
	Concrete Manholes		Each	1	1,400-	1,400.00
	~~Concrete Ditch Lining~~		~~Sq Yd~~	~~62~~	—	—

734-1736 (REV. 2-84)

SUMMA Y--BID SCHEDULE--COST STIMATE

OREGON STATE HIGHWAY DIVISION

SECTION A-Line Canal & USRS Feed Canal Bridges

COUNTY Umatilla

SHEET 2 OF 3

KIND OF WORK

KEY NUMBER

LENGTH

DATE

NAME

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Guard Rail, Type 2A		Lin Ft	151 ~~150~~	20-	3020 ~~3,000.00~~
	Guard Rail, Type 3		Lin Ft	200	25-	5,000.00
	Guard Rail Anchors, Type 1		Each	2	350-	700.00
	Guard Rail Anchors, Type 1, Modified		Each	2	375-	750.00
	Rail End Pieces, Type C		Each	~~4~~ 8	85	680 ~~340.00~~
	Extra For Asphalt Approaches		Each	9 ~~8~~	150-	1,350 ~~1,200.00~~
	Loose Riprap, Class 50		Cu Yd	70	20-	1,400.00
	Multiple Mailbox Supports		Each	1	175-	175.00
	Concrete Mailbox Collars		Each	1	50-	50.00
	STRUCTURES					
	Bridge No 10387A					
	Bridge Removal Work 36x20' @ ~~4~~ 5.00		LUMP SUM	All	LUMP SUM	3,600 ~~2,880.00~~
	Structure Excavation		Cu Yd	115 ~~123~~	15.00 ~~11.00~~	1,725.00 ~~1,353.00~~
	Structure Excavation Below Elevations Shown		Cu Yd	12	15.00 ~~11.00~~	180.00 ~~132.00~~
	Special Structure Fill		Cu Yd	73 ~~78~~	15.00	1,095 ~~1,170.00~~
	Structural Concrete, Class 3300 22 [illegible] 240		LUMP SUM	All	LUMP SUM	5,280.00 ~~[illegible]~~
	Reinforcement 3000# [illegible] @ .50/# (4'x44 [illegible])		LUMP SUM	All	LUMP SUM	1,500.00 ~~[illegible]~~
	4' x 40'/45' Prestressed Slabs		Each	8	3340.00	26,720.00
	Metal Rail with Tubing		Lin Ft	100	45 ~~48~~.00	4,500 ~~[illegible]~~

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION "A" Line [illegible] and USAS Feed Canal Bridges		COUNTY	SHEET 3	OF 3
KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Bridge No. 10463A					
	Bridge Removal Work 32'x24'x$5/SF		LUMP SUM	All	LUMP SUM	3,840.00
	Structure Excavation		Cu Yd	80 ~~70~~	15.00 ~~11~~	1,200 ~~770.00~~
	Structure Excavation Below Elevations Shown		Cu Yd	8 ~~7~~	15.00 ~~11~~	120 ~~77.00~~
	Special Structure Fill		Cu Yd	46 ~~32~~	15.00	690 ~~[illegible]~~.00
	Structural Concrete, Class 3300 18 cy @ ~~240~~ 240/cy		LUMP SUM	All	LUMP SUM	4,320.00 ~~3,960~~
	Reinforcement 2700# @ 0.50/# ([illegible]) + ([illegible])		LUMP SUM	All	LUMP SUM	1350.00
	4'x 45 ~~40~~/50 ~~45~~ Prestressed Slabs		Each	7	3600.00 ~~3100~~	25,200.00 ~~21,700~~
	Metal Rail with Tubing		Lin Ft	100 ~~88~~	45.00 ~~40~~	4,500.00 ~~3,520~~
						168,581.50

734-1736 (REV. 2-84)

SUMMARY–BID SCHEDULE–COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION 'A' Line Canal Bridge and USBR Feed Canal Bridge Sec	COUNTY Umatilla	SHEET 1	OF 3
KIND OF WORK Grading, Paving and Structure	KEY NUMBER	LENGTH	DATE
			NAME BLACHLY

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL	FAS E573 Hermiston-Hinkle Rd.		Edwards Rd.	
							QUANT.	AMOUNT	QUANT.	AMOUNT
	Mobilization		LUMP SUM	All	LUMP SUM	16,000.00	60%	9,600	40%	6,400
	Temporary Protection and Direction of Traffic		LUMP SUM	All	LUMP SUM	3000.00	—	1730	—	1270
	Temporary Signs		Sq Ft	682	6.00	4092.00	200	1200	492	2892
	Temporary Barricades		Each	7	70.00	490.00	5	350	2	140
	Temporary Concrete Barrier, Reflectorized		Lin Ft	150	16.00	2,400.00	75	1200	75	1200
	Temporary Delineators		Each	20	18.00	360.00	20	360	—	—
	Flaggers		Hour	160	17.–	2,720.00	80	1360	80	1360
	ROADWORK									
	Removal of Structures and Obstructions		LUMP SUM	~~All~~	LUMP SUM	—				
	Toe Trench Excavation		Cu Yd	36	8–	288.00	—	—	36	288.00
	Detour Removal Excavation		Cu Yd	672	4.50	3,024.00	672	3024	—	—
	General Excavation		Cu Yd	165	8–	1,320.00	—	—	165	1320.00
	Embankment in Place		Cu Yd	935 ~~263~~	5.50	5,142.50 ~~1,446.50~~	935	5,142.50	—	—
	~~Stone Embankment~~		Cu Yd	672	6–	4,032.00				
	Trench Excavation		Cu Yd	30 ~~40~~	10–	300.00 ~~[illegible]~~	30	300.00	—	—
	Aggregate Base		Ton	1286	8–	10,288.00	1026	8,208	260	2,080
	Class "B" Asphalt Concrete		Ton	356	37–	13,172.00	229	8,473	127	4,699
	24-inch Irrigation Pipe		Lin Ft	200	26–	5,200.00	200	5,200	—	—
	Concrete Manholes		Each	1	1,400–	1,400.00	1	1,400.00	—	—
	Concrete Ditch Lining		~~Sq Yd~~	~~62~~	—	—				

734-1738 (REV. 2-84)

SUMMARY–BID SCHEDULE–COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION "A" Line Canal & USK Feed Canal Bridges			COUNTY Umatilla		SHEET 2	OF 3	FAS 1573 Hermiston-Hinkle Rd.		Edwards Rd.	
KIND OF WORK		KEY NUMBER	LENGTH	DATE	NAME					
NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL	QUANT.	AMOUNT	QUANT.	AMOUNT
	Guard Rail, Type 2A		Lin Ft	151 ~~150~~	20-	3020 ~~3,000~~ 00	88	1,760	63	1,260
	Guard Rail, Type 3		Lin Ft	200	25-	5,000 00	100	2,500	100	2,500
	Guard Rail Anchors, Type 1		Each	2	350-	700 00	1	350	1	350
	Guard Rail Anchors, Type 1, Modified		Each	2	375-	750 00	1	375	1	375
	Rail End Pieces, Type C		Each	~~4~~ 8	85	680 ~~340~~ 00	4	340	4	340
	Extra For Asphalt Approaches		Each	9 ~~8~~	150-	1,350 ~~1,200~~ 00	4	600	5	750
	Loose Riprap, Class 50		Cu Yd	70	20-	1,400 00	—	-	70	1,400
	Multiple Mailbox Supports		Each	1	175-	175 00	1	175	—	—
	Concrete Mailbox Collars		Each	1	50-	50 00	1	50	—	—
	STRUCTURES									
	Bridge No 10389A									
	Bridge Removal Work [illegible]		LUMP SUM	All	LUMP SUM	3,600 ~~2,880~~ 00	—	3,600		
	Structure Excavation		Cu Yd	115 ~~123~~	15 00 ~~11 00~~	1,725 00 ~~1,353 00~~	115	1,725		
	Structure Excavation Below Elevations Shown		Cu Yd	12	15 00 ~~11 00~~	180 00 ~~132 00~~	12	180		
	Special Structure Fill		Cu Yd	73 ~~78~~	15 00	1,095 ~~1,170~~ 00	73	1,095		
	Structural Concrete, Class 3300 [illegible]		LUMP SUM	All	LUMP SUM	5,280 00	—	5,280		
	Reinforcement 3000 ~~2700~~# @ .50/# [illegible]		LUMP SUM	All	LUMP SUM	1,500	—	1,500		
	4' x 40/45' Prestressed Slabs		Each	8	3340 00	[illegible]	8	26,720		
	Metal Rail with Tubing		Lin Ft	100	45 ~~40~~ 00	4,500	100	4,500		

734-1736 (REV. 2-84)

Sheet

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION "A" Line Canal and USBR Feed Canal Bridges				COUNTY		SHEET 2 OF 3
KIND OF WORK		KEY NUMBER		LENGTH	DATE	NAME

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Bridge No. 10463A					
	Bridge Removal Work 32'x24'x[illegible]		LUMP SUM	All	LUMP SUM	3,840.00
	Structure Excavation		Cu Yd	80 ~~70~~	15 ~~11.00~~	1,200 ~~770.00~~
	Structure Excavation Below Elevations Shown		Cu Yd	8 ~~7~~	15.00 ~~11~~	120 ~~77.00~~
	Special Structure Fill		Cu Yd	46 ~~32~~	15.00	690 ~~[illegible]~~
	Structural Concrete, Class 3300 18 cy @ ~~220~~ 240/cy		LUMP SUM	All	LUMP SUM	4,320.00 ~~3,960~~
	Reinforcement 2700# @ 0.50/# ([illegible])		LUMP SUM	All	LUMP SUM	1350.00
	4'x 45/50' ~~40/45'~~ Prestressed Slabs		Each	7	3600.00 ~~3100~~	25,200.00 ~~21,700~~
	Metal Rail with Tubing		Lin Ft	100 ~~88~~	45.00 ~~40~~	4 500 ~~3,520.00~~
						168,581.50

FAS [illegible]			
QUANT.	AMOUNT	QUANT.	AMOUNT
		—	3,840
		80	1,200
		8	120
		46	690
		—	4,320
		—	1,350
		7	25,200
		100	4,500
	98,737.00		69,844

734-1736 (REV. 2-84)

9863

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter
Program Section

DATE: June 8, 1984

SUBJECT: Preliminary Plans
"A" Line Canal Bridge and
USRS Feed Canal Bridge Section
FAS B573 (Hermiston-Hinkle Road) and
County Road (Edwards Rd.)
Umatilla County

Enclosed is a copy of preliminary plans dated May 24, 1984, concerning the above subject project. The plans have been reviewed and approved by the Umatilla County Board of Commissioners.

Right-of-way on the "A" Line Canal has not yet been certified. However, it is hoped this will be accomplished next week.

Please proceed with final plans and estimate of cost. Also, when the estimate of cost is available, please forward so we may request early deposit. This will allow prompt award if acceptable bids are received.

Roger C. Lang
Roger C. Lang
Region 5 Federal Aid Specialist

RCL/lm

Attachment

cc: Carlos Van Elsberg
Don Adams
Mike Gardner
Harold Brainerd

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
JUN 11 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Shultz
FOR [illegible]

Check on R/W this week and make sure it clears before advertising

Contains Recycled Materials

9863

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
PRO 6-2

Date: June 8, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40015
Project No. BROS-3000(8)
Feed Canal (Edwards Rd.) Br. Sec.
County Road
Umatilla County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 12, 1984.

DRH:me
Attachments
cc: R.D. Hector (Region 5)
Mike Shultz, w/att.
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval Expi

U.S. DEPARTMENT
BUREAU OF

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

6-8-84

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Stanfield	ADT	PRESENT 50 ADT 350	FUTURE - - - -	YEAR - -	REGION 10	STATE NAME Oregon	STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) One bridge	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) BROS-	NUMBER 3000	SEQ. NO. (8)

CARD 4	CLASS OF FEDERAL FUNDS Bridge Replacement (opt 20% - Off-System/On-System)	COUNTY NAME Umatilla			CODE 059	PRO
	NAME OF URBAN AREA ---	ROUTE NO. N	FEDERAL-AID Non	STATE Co. Rd.	U.S. ---	☐

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)	CHAR PROP (Full
1	(14-16)	(18)	41	42	43 46	53		(54) (58)	(60) (66)	(67) (70)			
5					**PE**								
5					**ROW**								
5					**CONST** (CODE) X080	09	"Feed Canal (Edwards Rd.) Br. Sec."	0.053	99,000	79,200	- - -	19,800	

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.053	99,000	79,200	- - -	19,800
1	14	PROGRAM APPROVAL DATES 10-1-83					REMARKS	

Additional Data: Item No. 40015; Pro
No. BROS-3000(7)

Key #01982

(over)

USCOMM DUSC

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

O.

6-8-84

PROJECT LOCATION (45 typewriter spaces): Co. Rd., Stanfield

ADT PRESENT: 50 ADT 350

FUTURE: - - - -

YEAR: - -

REGION: 10

STATE NAME: Oregon

STATE CODE: 41

APPN CODE: 114

ITEM NO.: 40115

OPOSED WORK (35 typewriter: ge

NATL. FOREST:

FH ROUTE NO.:

SUPV AGCY:

DA CLASSIF.:

DA AREA:

EMERG. YR.:

PL. AUTH YR:

PROJECT NUMBER: PREFIX LETTER(S): BROS- NUMBER: 3000 SEQ. NO.: (8)

I. Projects Only: POST MI.: DESIG.:

L FUNDS: eplacement (opt 20% - Off-System/On-System)

REA: ---

COUNTY NAME: Umatilla CODE: 059

ROUTE NO.: N FEDERAL-AID: Non STATE: Co. Rd. U.S.: ---

PROGRAM STAGE: ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) X080	09	"Feed Canal (Edwards Rd.) Br. Sec."	0.053	99,000	79,200	- - -	19,800	
RED BY DRH		PROJECT TOTALS	0.053	99,000	79,200	- - -	19,800	

AM APPROVAL DATES: 10-1-83

82

REMARKS: Additional Data: Item No. 40015; Project No. BROS-3000(7)

(over)

USCOMM DUSCOMM-DC 48808-P61

Feed Canal (Edwards Rd.) Br. Sec.

(Remarks continued)

Project Data: Work under this project consists of 1) construct one reinforced concrete slab bridge (No. 10463A) length 40 feet with 28 feet out to out; 2) remove existing bridge; 3) construct approaches requiring grade, drain and H-T surface; 4) adjust utilities as required; and 5) incidentals common to this type of project.

Maintenance and Accomodation of Utilities: A State-County agreement No. 7955 complying with Section 116, Title 23USC and Paragraph 6d(1) PPM 30-4.1 (FHPM6-6-3-2) was executed 10-4-83.

Note:
1) This project is in Congressional District No. 2
2) Included in approved bridge replacement inventory with a sufficiency rating of 23.9 structure No. 10463.
3) This project to be contracted with project BRS-B573(3).

9863

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: June 8, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40014
Project No. BRS-B573(3)
A-Line Canal (Hermiston-Hinkle Rd.) Br. Sec.
County Road
Umatilla County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 12, 1984.

DRH:me
Attachments
cc: R.D. Hector (Region 5)
Mike Shultz, w/att.
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval Expir

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL-AID PROGRAM DATA** (PPM 21-1)	U.S. DEPARTMENT BUREAU OF
DATE SUBMITTED TO W.O.	6-8-84		

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., 0.5 mi. S. of Hermiston 66	**ADT**	PRESENT 240 DHV 1,600	FUTURE - - - (66) (70)	YEAR - - (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) One Bridge	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S): BRS- NUMBER: B573 SEQ. NO.: (3)	
CARD	CLASS OF FEDERAL FUNDS Bridge Replacement (Optional 20%-Off-System/On-System)				COUNTY NAME Umatilla	CODE 059				☐
	NAME OF URBAN AREA 17-31				ROUTE NO. S	FEDERAL-AID B 573	STATE Co. Rd.	U.S. --		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)	CHAR PROP (Full
									ESTIMATED PROJECT COST BY PHASES				
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					**PE**								
5					**ROW**								
5					**CONST** (CODE) X080	(09)	"A-Line Canal (Hermiston-Hinkle Rd.) Br. Sec."	0.084	137,000	109,600	- - -	27,400	
CARD 1	CODE 1	PREPARED BY DRH					PROJECT TOTALS	0.084	137,000	109,600	- - -	27,400	
1	14	PROGRAM APPROVAL DATES 10-1-83							(18) (23)	(24) (33)	REMARKS		

Additional Data: Item No. 40014;
No. BRS-B573(2).

Key #01728

USCOMM DC

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

6-8-84

PROJECT LOCATION (45 typewriter spaces) Co. Rd., 0.5 mi. S. of Hermiston	ADT	PRESENT 240 DHV 1,600	FUTURE - - -	YEAR - -	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 114	ITEM NO. 40014

ROPOSED WORK (35 typewriter ridge	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) BRS-	NUMBER B573	SEQ. NO. (3)	I Projects Only POST MI.	DESIG.

AL FUNDS
Bridge Replacement (Optional 20%-Off-System/On-System)

AREA

COUNTY NAME: Umatilla CODE: 059

ROUTE NO. S | FEDERAL-AID: B 573 | STATE: Co. Rd. | U.S.: --

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) X080	(09)	"A-Line Canal (Hermiston-Hinkle Rd.) Br. Sec."	0.084	137,000	109,600	- - -	27,400	
		PROJECT TOTALS	0.084	137,000	109,600	- - -	27,400	

ARED BY: DRH

AM APPROVAL DATES: 10-1-83

REMARKS
Additional Data: Item No. 40014; Project No. BRS-B573(2).

(over)

USCOMM DUSCOMM-DC 48903-P61

A-Line Canal (Hermiston-Hinkle Rd.) Br. Sec.

(Remarks continued)

Project Data: Word under this project consists of 1) construct one reinforced concrete slab span bridge (No. 10389A) length 44 feet with 32 feet out to out; 2) construct detour and remove; 3) remove existing bridge; 4) construct approaches requiring grade, drain and H-T pave; 5) adjust utilities as required; and 6) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 7962 complying with Section 116, Title 23 USC and Paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 10-4-83.

Note:
1) This project is in Congressional District No. 2.
2) Included in approved bridge replacement inventory list with a sufficiency rating of 20.7.
3) Included in 6 Yr. HIP on page 121.
4) This project to be contracted with project BROS-3000(8).

9863 Potter 6-6-84

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Details
2A	Typical Sections, Details & Summary
2B	Temporary Protection And Direction Of Traffic
2C	Pipe Data Sheet
3,3A	Plan & Profile

REGISTERED PROFESSIONAL ENGINEER
OREGON
DONALD R. ADAMS

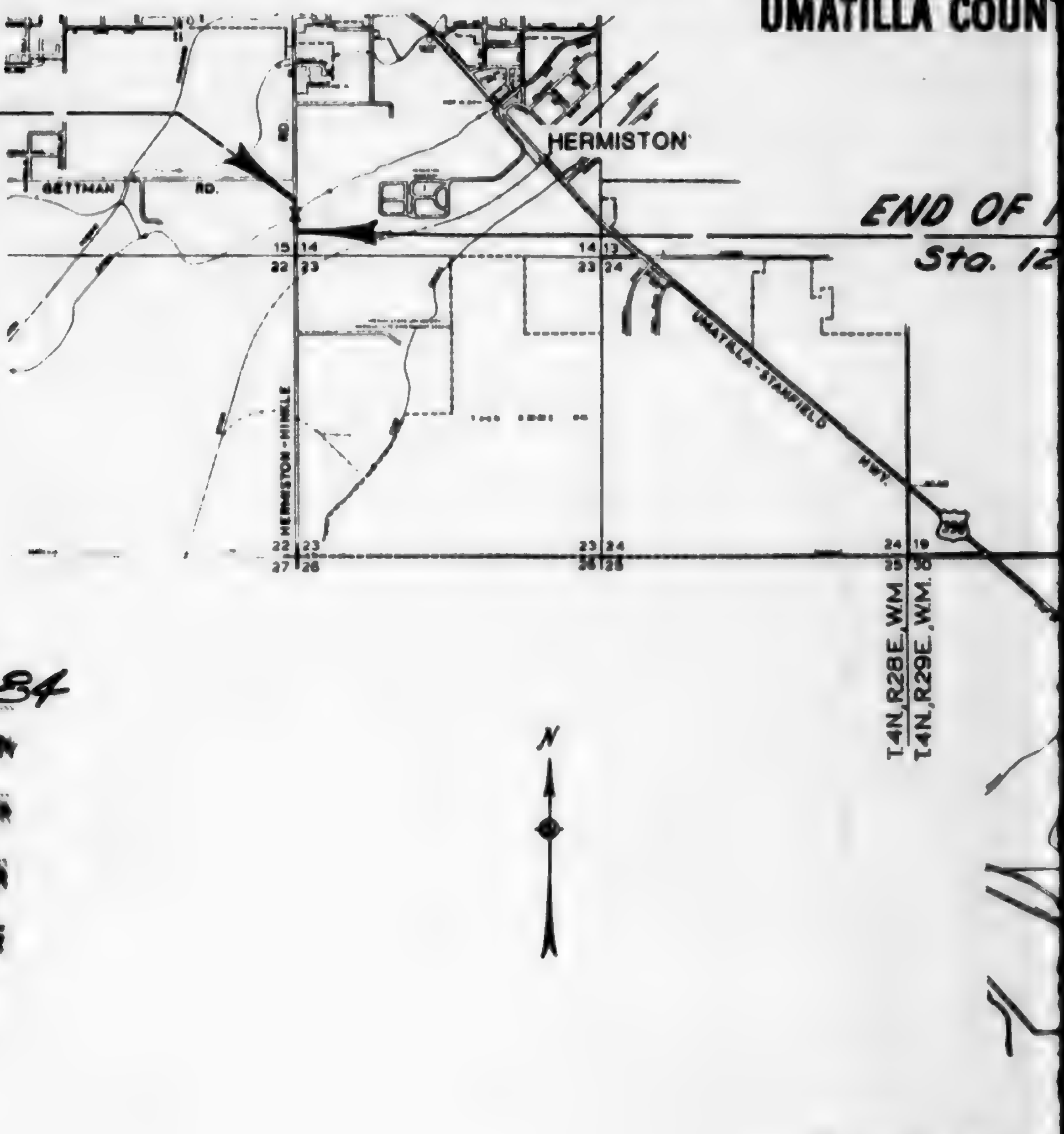
STATE OF OR

DEPARTMENT OF TRA

STATE HIGHWAY

PLANS FOR PROPOSED

"A" LINE CANAL B
USRS FEED CANAL
FAS B573 (HERMISTON - HINKLE RD.)
UMATILLA COUN


HERMISTON
GETTMAN RD.
HERMISTON-HINKLE
UMATILLA-STANFIELD HWY.
15 14
22 23
14 13
23 24
22 23
27 26
23 24
26 25
24 19
25 30
T4N, R28E, W.M.
T4N, R29E, W.M.
N

BEGINNING OF PROJECT
Sta. 7+78

END OF
Sta. 12

Sketch Map
Scale 0 1600 3200

APPROVED June 6 19 84
BOARD OF COMMISSIONERS OF Umatilla COUNTY
BY
COMMISSIONER
William S. Hansell
COMMISSIONER
Robert Ten Eyck
COMMISSIONER

"A" LINE CANAL BRIDGE AND USRS FEED CANAL BRIDGE SEC. FAS B573 (HERMISTON-HINKLE RD.) & CO. RD. (EDWARDS RD.) UMATILLA COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR-C & HBR-OS

TE OF OREGON

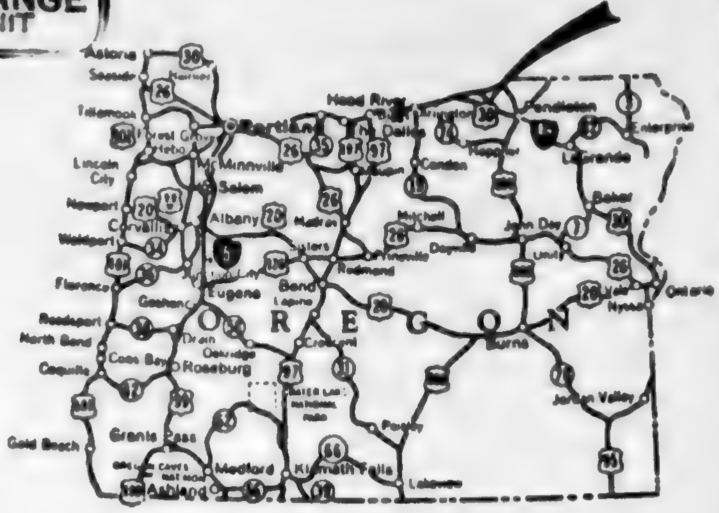
T OF TRANSPORTATION

HIGHWAY DIVISION

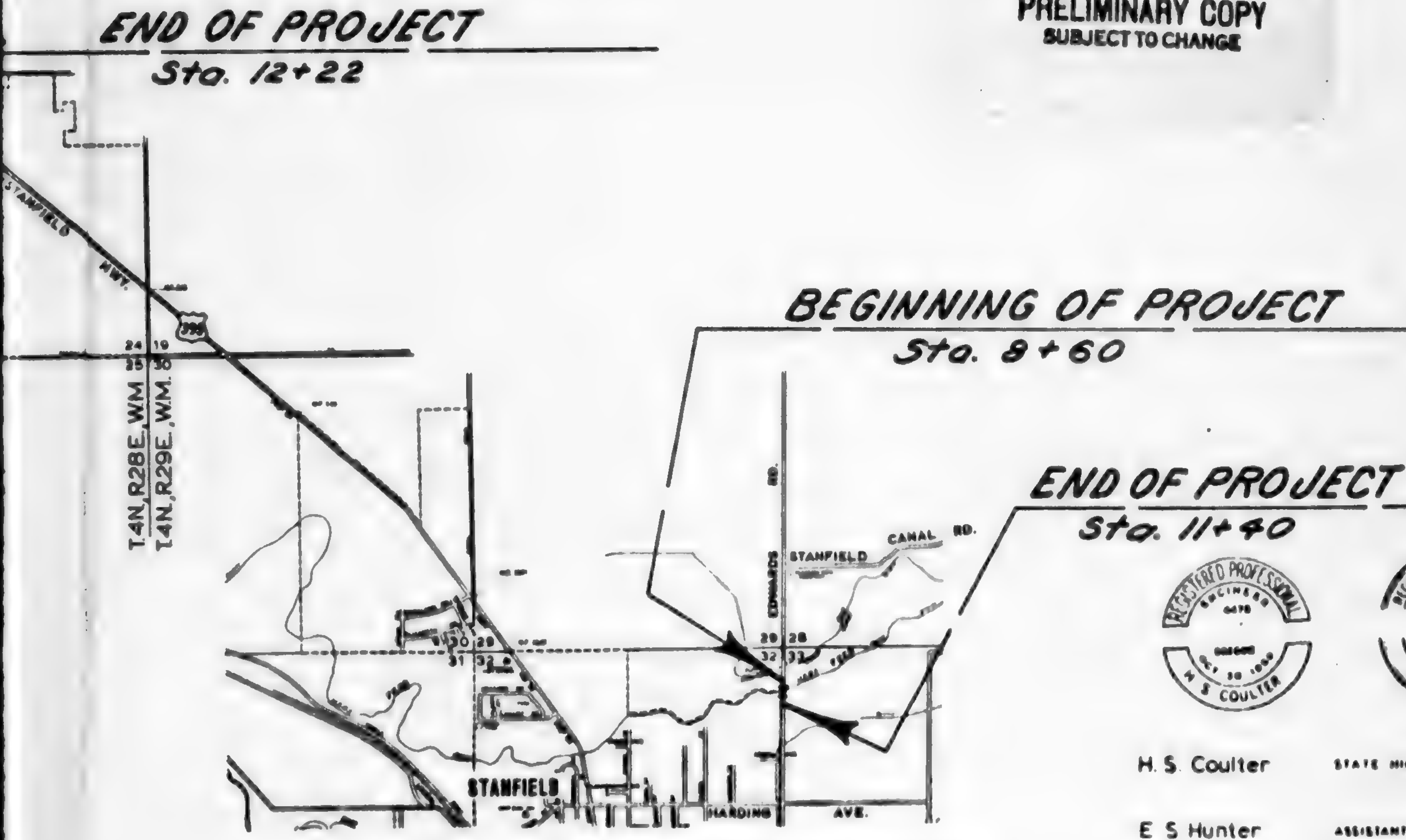
FOR PROPOSED PROJECT

PRELIMINARY COPY
MAY 2-, 1984
SUBJECT TO CHANGE
FINAL DESIGN UNIT

CANAL BRIDGE AND
CANAL BRIDGE SEC.
HINKLE RD.) & CO. RD. (EDWARDS RD.)
UMATILLA COUNTY


Astoria
Seaside
Tillamook
Lincoln City
Newport
Waldport
Florence
Reedsport
North Bend
Coquille
Gold Beach
Grants Pass
Ashland
Medford
Klamath Falls
Portland
Salem
Albany
Corvallis
Eugene
Roseburg
Coos Bay
Hood River
The Dalles
Pendleton
La Grande
Baker
John Day
Burns
Bend
Redmond
Prineville
Madras
Ontario
Jordan Valley
Lakeview
O R E G O N

PRELIMINARY COPY
SUBJECT TO CHANGE


END OF PROJECT
Sta. 12+22
BEGINNING OF PROJECT
Sta. 8+60
END OF PROJECT
Sta. 11+40
STANFIELD HWY.
395
24 19
25 30
T.4N., R.28E., W.M.
T.4N., R.29E., W.M.
EDWARDS RD.
STANFIELD CANAL RD.
30 29
31 32
29 28
32 33
STANFIELD
HARDING AVE.

Sketch Map

cale 0 1600 3200 Feet

H S COULTER

EDGAR S HUNTER

H. S. Coulter STATE HIGHWAY ENGINEER

E S Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F Dwyer	COMMISSIONER
N. B Giustina	COMMISSIONER
Samuel T Naito	COMMISSIONER
Fred D Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER DATE

1983

ADVANCE Deposit
ADVANCE Approval

45 DAYS
FROM
AWARD

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.

REGION 5 OFFICE

R. D. Hector
Region Engineer

P.O. Box 850 .. .. La Grande, Oregon 97850 .. .. Telephone 963-3177

Wayne

Info

June 1, 1984

Carlos Van Elsberg
Director of Public Works
Umatilla County
3920 Westgate
Pendleton, Oregon 97801

Re: Preliminary Plans (Roadwork)
"A" Line Canal and USRS Feed
Canal Bridge Sections
HBR Project

Dear Carlos:

Enclosed are two copies of preliminary plans showing the roadwork portion of the "A" Line Canal Bridge, on-system HBR Project and the USRS Feed Canal, off-system HBR Project. These projects have been combined into one project because of the close proximity of the structures and the hope of obtaining better bid prices.

Please examine the plans carefully and if found to be acceptable present them to the Board of Commissioners for signature. After the plans have been signed return one set to me for further processing and development of final plans.

Our present schedule calls for opening bids on July 12, 1984. In order to hold this schedule we must have R/W clearance for the slope easements and detour easements on the "A" Line Canal Bridge no later than June 18, 1984.

Carlos Van Elsberg
Director of Public Works

Preliminary Plans (Roadwork)
"A" Line Canal and USRS Feed
Canal Bridge Sections
HBR Project

June 1, 1984

If R/W clearance/certification in not obtained by that time we will have to delay the bid opeiing.

Do not hesitate to contact me if you should have any questions.

Sincerely,

Roger C Lang

Roger C. Lang
Region 5 Federal Aid Specialist

RCL/jef

cc: Gary Potter
Don Adams
Mike Gardner,
Harold Brainerd

9963

☐ RE ☐ RCE ☐ RME Ek ROL

CFA 1984
RECEIVED
REGION 5 OFFICE

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 2030
Umatilla Co.

Attention: Right-of-way Section

Subject: Federal Aid Project No. BROS-3000(7) Prefix 230-1986

Project Name Feed Canal (Edwards Rd.) Bridge # 10463

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Pendleton, Oregon, this 29 day of May, 1984

County of Umatilla

County Judge/Chairman

William S. Hansell
Commissioner

Commissioner

Certified By: Arnold J. Brainerd
Regional Right-of-Way Supervisor
Date June 7, 1984

6-1-84
Jcf

Instructions: Complete A or B and C.
R/W File No.

9843

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO FILES

DATE: May 23, 1984

SUBJECT: "A" Line Canal (Hermiston)Br.Section
Hermiston-Hinkle Road, FAS B573
HBR, On-System Project
Umatilla County

Carlos Van Elsberg, Director of Public Works, Umatilla County, advised me by telephone this a.m. that the County will not consent to closing the route during construction of the "A" Line Canal Bridge. ✓

The County is continuing its efforts to obtain donation right-of-way necessary for slope easements and the detour. ✓ It is hoped this will be finalized in the near future.

Roger C. Lang
Roger C. Lang
Region 5 Federal Aid Specialist

RCL/lm

cc: Carlos Van Elsberg
Gary Potter ✓
Kamal A. Kamadoli
Harold Brainerd
Mike Gardner

cc Versteeg
Boyd
Sent 5-25-84

PROGRAM SECTION
MANAGER HP PROJECT UNIT
MAY 2 1984
MAN. ASSIST PROGRAM UNIT
REFER TO Shultz file
FOR

July 26

9863

STATE OF OREGON **INTEROFFICE MEMO**

TO: R. D. Hector
Region V Engineer

DATE: May 17, 1984 DES 23
10389A

ORIGINAL SIGNED
K. A. KAMADOLI

FROM: Kamal A. Kamadoli, P.E.
Principal Structural Design Engineer

SUBJECT: "A" Line Canal Bridge
"A" Line Canal Bridge Section
Hermiston-Hinkle Road
Umatilla County
BR 10389A

Attached are two reduced prints of Drawings 39417 through 39419 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is:

Roadwork	$ 59,200
Structure	50,000
Engineering and Contingencies	21,800
TOTAL	$131,000

We plan to combine this project with USRS Feed Canal Bridge (Edwards County Road) project for an early bid opening. If county approval can be obtained sooner, the project will be bid June 28, 1984.

Please make a field review and return one set by May 31 with your comments and/or corrections noted.

GDA:jrb

Attachments

cc: Carlos Von Elsberg, Umatilla County Public Works Director /w/ 2
H. A. Schell, FHWA /w/ 2
Specifications /w/ 1 plus estimate sheet (unchecked) and designer's notes
Construction /w/ 1
Utilities /w/ 1
✓ Program Section
Road Design /w/ 1
Mike Gardner, Project Manager /w/ 1

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAY 18 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Shultz
FOR ______

81-125-1307

9863

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.

REGION 5 OFFICE

R. D. Hector
Region Engineer

P. O. Box 850 - La Grande, Oregon 97850 - Telephone 963-3177

May 14, 1984

Carlos Van Elsberg
Director of Public Works
Umatilla County
3920 Westgate
Pendleton, Oregon 97801

Re: Preliminary Plans
A Line Canal (Hermistor Bridge Section
Hermiston-Hinkle Road, 3573
HBR, On-System Project

Dear Carlos:

Enclosed are three copies of Drawings No's. 39334 and 39289 which comprise the preliminary plans for the above subject project.

Although the detour is shown on the plans, we are proposing to close the road for a period not to exceed 30 days in the interest of cost savings. The estimate based on the road closure is as follows:

Roadwork	$46,500
Structure	58,000
Engineering & Contingencies @ 20%	20,500
Total Est. Cost	$125,000

You will note this amount is considerable lower than the $147,000 original estimate. We plan to open bids on August 23, 1984.

Please review the plans carefully and if found to be acceptable, present them to the Board of Commissioners for their signature.

Also please present the option of constructing the project under road closure conditions not to exceed 30 days once work begins. If the Board agrees to the road closure, please cross out the detour shown on Drawing No. 39289 and initial.

PROGRAM SECTION
MANAGER ___ PROJECT UNIT ___
MAY [illegible] 1984
MAN. ASSIST. PROGRAM UNIT ___
REFER TO ___
FOR ___

Carlos Van Elsberg 5/14/84
Director of Public Works

Preliminary Plans
A Line Canal (Hermiston) Br.Section
Hermiston-Hinkle Road, FAS B573
HBR, On-System Project

After the plans have been signed, return two (2) copies to me for further processing.

Sincerely,

Roger C. Lang by lm

Roger C. Lang
Region Federal Aid Specialist

RCL/lm

Enc.

cc: Gary Potter ✓
Kamal A. Kamadoli
Mike Gardner

9863

STATE OF OREGON **INTEROFFICE MEMO**

TO: R. D. Hector
Region V Engineer

DATE: May 8, 1984 DES 23
10463A

FROM: ORIGINAL SIGNED
K. A. KAMADOLI
Kamal A. Kamadoli, P.E.
Principal Structural Design Engineer

SUBJECT: USRS Feed Canal (Edwards Road) Bridge
USRS Feed Canal (Edwards Road) Bridge Section
~~Edwards Road~~
Umatilla County
BR 10463A

Attached are two reduced prints of Drawings 39395, 39410, and 39396 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Roadwork	$ 26,000
Structures	42,300
Engineering & Contingencies	13,700
TOTAL	$ 82,000

It is planned to call for bids on this section on August 23, 1984. Please make a field review and return one set by May 23 with your comments noted.

GDA:jrb

Attachments

cc: Carlos Van Elsberg, Umatilla County Roadmaster /w/ 2
H. A. Schell, FHWA /w/ 2 plus 2 copies Foundation Report
Specifications /w/ 1 plus estimate sheet (unchecked) and designer's notes
Construction /w/ 1
Utilities /w/ 1
✓Project Section
Engineering /w/ 1
Mike Gardner, Project Manager /w/ 1

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAY [illegible] 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Shultz & file
FOR Info

81-125-1387

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTERoFFICE MEMO

LOC 8

TO: FILES

DATE: April 24, 1984

PROGRAM SECTION
MANAGER ____ PROJECT UNIT ____
MAN. ASSIST. ____ PROGRAM UNIT ____
REFER TO Shultz & File
FOR Info

FROM: Natsuko Kibe
Natsuko Kibe
Hydrauic Specialist

SUBJECT: 'A' Line Canal Bridge #10389
Hermiston-Hinkle Road
Umatilla County

The proposed project replaces the existing single span steel A-frame bridge. The existing structure is 31 feet long. The new structure will be placed on the same alignment as the existing structure.

HYDROLOGY

The 'A' Line Canal is a concrete-lined irrigation canal which diverts water from the Cold Springs Reservoir. At the bridge site the canal has a 10-foot bottom with 1.67:1 slide slopes. According to the Hermiston Irrigation District, the maximum flow at the project site is 100 cfs. The gaging records from Gage No. 14-0298, located at the outlet of the 'A' Line Canal, indicate that the canal carries water from April to October.

The highwater mark at the project site corresponds to elevation 95.0 feet and a calculated flow of 60 cfs.

HYDRAULIC DESIGN

The design flow was chosen to be 100 cfs. The design flow depth is 3.6 feet which corresponds to elevation 95.9 feet.

The existing bridge spans the entire channel without any obstruction to the flow; therefore, it creates no backwater. The existing normal waterway area below the design stage is 57 square feet.

It is recommended that the new structure maintain the status quo and provide an unobstructed waterway area 57 square feet below the design stage.

RIPRAP

No riprap protection is necessary for this site.

NK:ge
Attachment

cc w/att
Frank Terpin
Walt Hart
Jack Davis
Don Adams
Bob Hector
Gary Potter
Herb Schell, FHWA

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD		MAXIMUM FLOOD YEAR ( )
Discharge	cfs	100			
	m^3/s				
Frequency — yrs.		NA	100		
H.W. Elevation Natural Channel	ft.	95.9			
	m.				
H.W. Elevation Channel Change	ft.				
	m.				
Average Velocity	fps	1.8			
	mps				
Headwater Elevation	ft.				
	m.				
Tailwater Elevation	ft.				
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

'A' Line Canal Bridge #10389
Hermiston - Hinkle Road
Umatilla County

COMPILED BY: Natsuko Kibe

DATE: April 24, 1984

9865

STATE OF OREGON

INTEROFFICE MEMO

TO: W. J. Hart
Bridge Engineer

DATE: April 23, 1984

SUBJECT: Preliminary Plans
USRS Feed Canal (Edwards Rd.) Br. Section
HBR Project, OFF-System
Umatilla County

Enclosed is one set of Preliminary Plans, concerning the USRS Feed Canal (Edwards Rd.) Br. Section, which was approved during regular session of the Umatilla County Board of Commissioners on April 18, 1984.

The Board also considered the question of road closure versus detour during construction. Unanimous consensus was to close the route during construction to avoid possible conflict with established landscape development of adjacent residences. It was requested the closure not exceed 14 working days.

Roger C Lang
Roger C. Lang
Region 5 Federal Aid Specialist

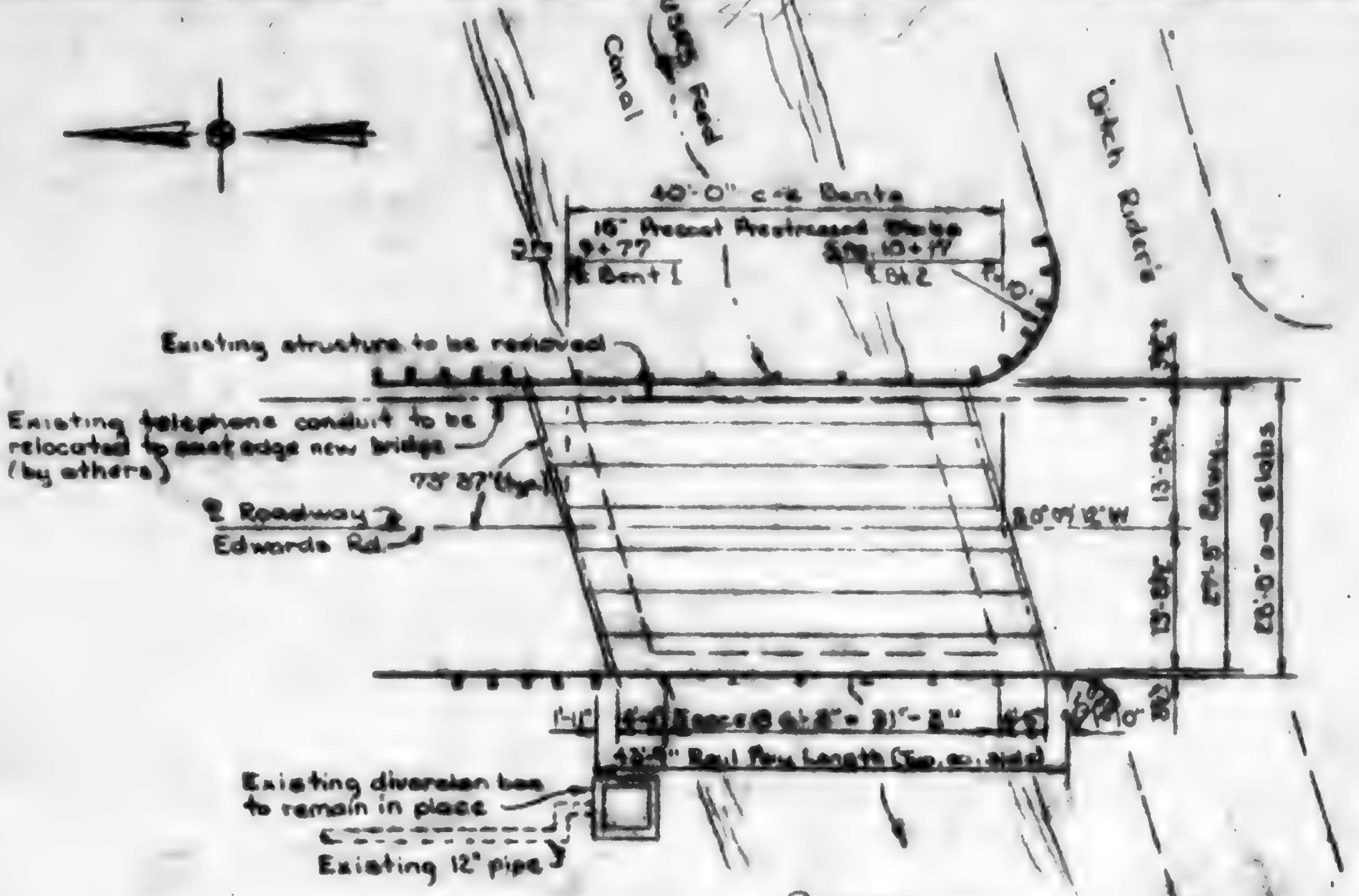
Enc.

RCL:am

cc: Carlos Van Elsberg
Gary Potter ✓
Mike Gardner

PROGRAM SECTION
MANAGER AK PROJECT UNIT ✓
APR 26 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Shultz
FOR Info

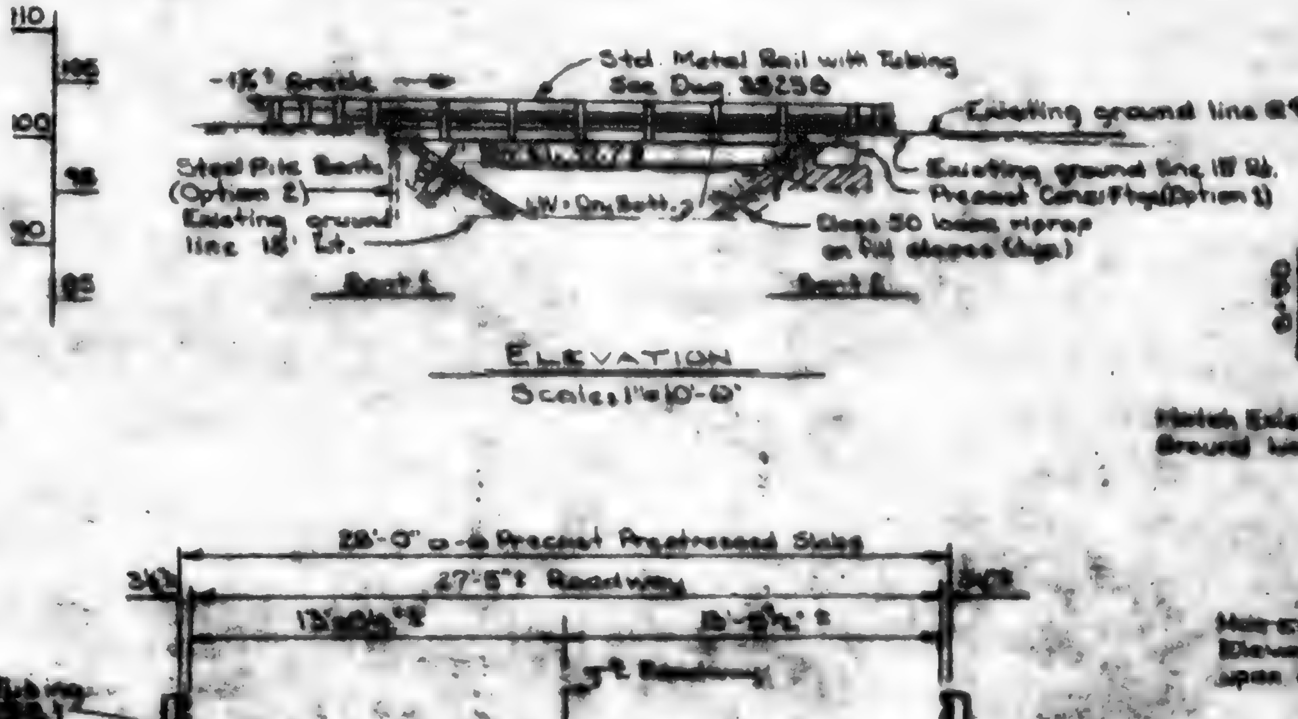
9863 Gary A. Potter



Canal
Feed
Ditch Riders
40'-0" c-c Bents
15" Precast Prestressed Slabs
Sta. 9+77
℄ Bent 1
Sta. 10+17
℄ Bt. 2
r=10'
Existing structure to be removed
Existing telephone conduit to be relocated to east edge new bridge (by others)
℄ Roadway & Edwards Rd.
13'-8¾"
27'-5" Rdwy.
28'-0" o-o slabs
1'-11"
4 Spaces @ 7'-9½" = 31'-2"
43'-8" Rail Pay Length (Typ. ea. side)
Existing diversion box to remain in place
Existing 12" pipe
r=10'

PLAN

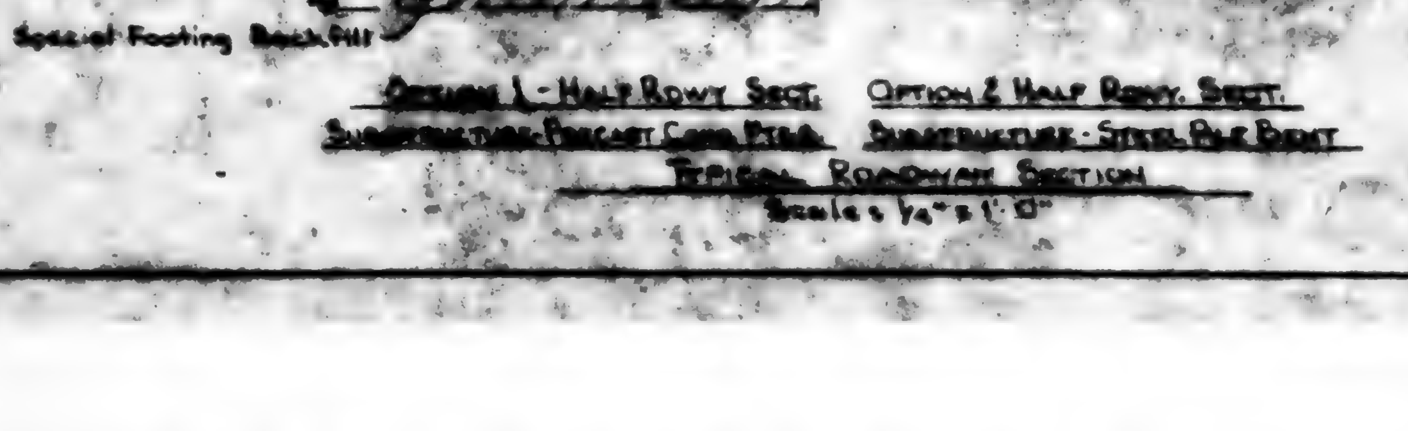
Scale: 1" = 10'-0"



110
105
100
95
90
85
-1%± Grade
Std. Metal Rail with Tubing See Dwg. 33256
Existing ground line @ ℄
Steel Pile Bents (Option 2)
Existing ground line 12' Lt.
Existing ground line 12' Rt.
Precast Conc. Ftgs. (Option 1)
Class 50 loose riprap on fill slopes (typ.)
Bent 1
Bent 2

ELEVATION

Scale: 1" = 10'-0"



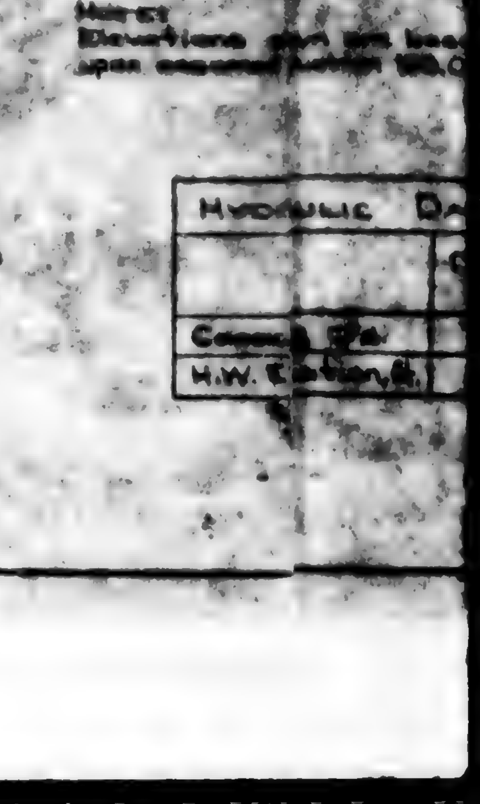
28'-0" o-o Precast Prestressed Slabs
27'-5"± Roadway
13'-8½"±
℄ Roadway
Metal Rail with Tubing (See dwg. no. 33256)
Precast Concrete Footing
0.02'/'
ACWS
Special Footing Backfill
HP 10x42 Piles
Steel pile cap

OPTION 1 - HALF RDWY. SECT. SUBSTRUCTURE - PRECAST CONC. FTGS.

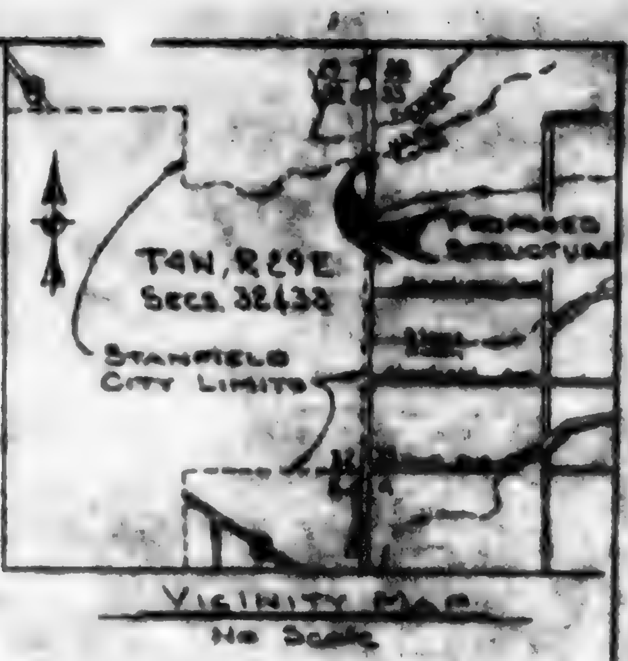
OPTION 2 HALF RDWY. SECT. SUBSTRUCTURE - STEEL PILE BENT

TYPICAL ROADWAY SECTION

Scale: ¼" = 1'-0"



Match Existing Ground Line
-2.0
-1.0
Note:
Elevations shown are based upon assumed datum
HYDRAULIC DA
Capacity
H.W. Elevation


T4N, R29E
Secs. 32 & 33
STANFIELD
CITY LIMITS
PROPOSED
STRUCTURE

VICINITY MAP
No Scale

Profile Grade at ℄ Rdwy
-.50%
-1.08%
Existing Ground Line
-.52%

GRADE LINE DIAGRAM
No Scale

[illegible] ground are based [illegible] 100.00

HYDRAULIC DATA		
		Design Flow
Capacity, cfs		[illegible]
H.W. Elevation, ft.		[illegible].7

APPROVED BY
COUNTY OF Umatilla

CHAIRMAN

William S. Hansell
COMMISSIONER

Robert Ten Eyck
COMMISSIONER

DATE 4/18/84

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

U.S.B.R. Feed Canal (Edwards Rd.) Bridge
U.S.B.R. Feed Canal (Edwards Rd.) [illegible] Section
Edwards (County) Rd. – Umatilla County

PRELIMINARY PLAN AND ELEVATION

DATE 4-3-84
BRIDGE NO. 10463 A
SHEET 1 OF
DRAWING NO. 39332

9863

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Feed Canal (Edwards Road) Bridge
Highway: County Road
County: Unatilla
Prefix: 230-1986
Project Manager: M. Gardner

Date April 9, 1984
Twenty Year Traffic Coefficient 6.6
18 kip EAL's per day 10
R Value 19
Frost Penetration 24"±
CBE Total Requirement 19.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.5"	A.C. Wearing Surface	5.0"
14.0"	Aggregate Base (1.0"-0)	14.0"
16.5"		19.0"

EXISTING ROADWAY
Width 20'±

2.5"	A.C. Wearing Surface, to cover construction joints	

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
Program Section
Region Federal Aid Specialist

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
[illegible]
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

9263

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: A-Line Canal Bridge
Highway: Hermiston - Hinkle Rd., FAS B573
County: Umatilla
Prefix: 530-1985
Project Manager: M. Gardner

Date April 9, 1984
Twenty Year Traffic Coefficient 8.3
18 kip EAL's per day 69
R Value 35+
Frost Penetration 24"±
CBE Total Requirement 19.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.5"	A.C. Wearing Surface	5.0"
14.0"	Aggregate Base (1.0" - 0)	14.0"
16.5"		19.0"

EXISTING ROADWAY
Width 20'±

2.5"	A.C. Wearing Surface, to cover construction joints	

1.0"	Asphaltic Concrete Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Cement Treated Base	=	1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8" Aggregate Base
1.0"	Oil Mat	=	1.8" Aggregate Base
1.0"	Cement Treated Existing Roadway Material	=	1.5" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=	1.0" Aggregate Base
1.0"	Aggregate Subbase	=	0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
Program Section ✓
Region Federal Aid Specialist

W

9863

LOCATION DESIGN

ASSIGNMENT SHEET and PROJECT DIARY

Section USRS Feed Canal (Edward Rd.) Br. **Highway** County Rd. # 1201 **County** Umatilla

Assigned By Al Hansen & A. Davies **Designer** Lee Bice **Date** 2/27/84

Directions Review the field location data. Make sure that the Bridge Vicinity Map is complete.

Narrative By Designer The purpose of this project is to replace existing wood structure with concrete slab structure. In recent years a false bent has been added at midspan for additional support.

The field data is adequate for the location and type of facility to be installed.

The Bridge Vicinity Map appears to be complete according Hydrolics manual, except high water marks and their dates.

Quantities and prices appear to be within reason. Commercial A.C. Mix is figured in Square Yards and in comparison to figuring in Ton there was no significant difference so did not change it.

Surfacing was not submitted to Surfacing Design Engineer for approval as it appeared adequate and was only for 200' either side of structure

Lee Bice

LOCATION NARRATIVE REPORT

USRS FEED CANAL BR. NO. 10463
PREFIX: 230-1986-901

This structure is located approximately 1 mile northeast of Stanfield where South Edwards Road (Co. Rd. No. 1201) crosses the Feed Canal to Cold Springs Reservoir. The existing 24′ x 32′ timber structure is in poor condition and a false bent has been added at midspan for additional support. The existing county road is an oil mat 20 feet in width. The repacement structure is to be 32′ wide and will necessitote a taper section to transition from the edge of deck to the existing shoulder.

We are proposing to use prestressed slabs set on steel pile caps for the new structure. The use of steel piling and steel pile caps would allow the quickest completion of the project and least interruption of traffic. A detour at the bridge site is not recommended because of a serious conflict with the front yards of two homes immediately north of the canal. The site was reviewed with the County Roadmaster and he agrees that the detour is not feasible.

Our proposed plan for stage construction is as follows:

Stage 1 - Place Temporary Signing; close road 1 or 2 days while driving piling, cut piling off to elevation of existing roadway and re-open road to traffic. Specify a maximum duration of 3 days for road closure for this stage.

Stage 2 - On either left or right half of roadway, excavate to pile cutoff elevation, cut off piling and weld on steel pile cap. Backfill with pit run gravel or other suitable material, then perform the same operation on the other half of roadway. One way traffic to be maintained during working hours and two way at night.

Stage 3 (Phase I) - Close roadway for a maximum of 5 working days. Remove existing structure, excavate as needed to expose new pile caps and set slabs. Grout slabs using a High Early strength grout. Install bridge railing while grout is curing.

Stage 3 (Phase II) - Perform grading and surfacing work while maintaining at least one way traffic.

Our discussions with the County Roadmaster and the ditch company representative indicate this project should be constructed in July or August. These months will cause no interference with the school bus and the water will be out of the ditch and should cause only slight disturbance to the agricultural vehicles which use this road. A letting date toward the end of May would allow for the processing of paperwork and still give the contractor ample time to aquire the materials to begin construction in late July or early August.

The structure as it is now,with supports in the canal, has caused problems with ice flows and with debris. The construction of a single span structure will eliminate this problem entirely.

Bid Items:

1 - There will be two sets of Temporary Signing required for this project. One set will be for road closure, detouring traffic to Highway 395 to the west, except for local traffic each side of the structure. Detour signs with route markers should not be required on Highway 395 as traffic on South Edwards Road is local with some truck traffic with the drivers familiar with the area. The second set of signing will be for one way traffic over the structure using 2 flaggers. Both sets of signing to be set on posts with the contractor having provisions for covering whichever set is not in use. Tubular traffic cones shall be provided for channeling one way traffic and shall be extended to a point where visible to approaching traffic.

2 - Temporary Continuous Traffic Barrier

3 - Removal of the existing structure is included in the item "Removal of Structures and Obstructions". The County has indicated they do not want it salvaged. Therefore it should be disposed of by the contractor.

4 - The General Excavation work to be performed consists of removal of fill material along the edge of the existing roadway to accomodate the new aggregate and surfacing in the taper section. Additional fill required has been computed assuming 4:1 side slopes and a 32' width at the new structure. The average width of the existing road is 20 feet. We would like to

have this set up as a lump sum item due to the small quantity involved and to eliminate the engineering required for remeasure and computation.

5 - We would like to see the Asphalt Mix used to be specified as a commercial mix with a target value of 6% liquid asphalt (not a minimum of 6%). A tolerance of plus or minus .3% should be adequate to allow for minor variations in the mix. The specifications should also allow the use of a current mix design being used on other projects.

6 - A prestressed concrete slab span is proposed for the new structure. For cost estimate purposes a 32' x 34' structure was used. The ditch company representative stated that he would be opposed to having any less clearance beneath the structure than there is now.

7 - On the north side of the structure we have proposed guardrail runs of 25' of Type 3 and 25' of Type 2A on each side. Any longer run on the northwest side will block an existing driveway. On the south side of the structure the ditch riders road is in the way of any length rail run. We have proposed using Type 3 guardrail (5' radius) with single rail element on the southwest corner and similar Type 3 single rail element with a 10' radius on the southeast side. These would be installed as per Standard Drawing No. 2115 for Railroad Protection at Grade Crossings. The contractor would have to have these two sections fabricated by a guardrail supplier.

8 - The only utilities involved will be the telephone cable which crosses the existing bridge in a conduit. There is also a possibility it will conflict with the grading work on the east side of the road. Some provision should be made to attach the conduit to the east exterior of the new structure.

9 - It appears that no R/W will be needed.

The total cost of this project is estimated at $ 98,685.60. This amount includes all construction items and also the allowance for engineering and contingencies.

M.J. Gardner
M.J. Gardner
Project Manager

OREGON STATE HIGHWAY DIVISION

QUANTITY SUMMARY & COST ESTIMAT Sheet 1 of 2 Sheets

Section USRS FEED CANAL BR. # 10463 Unit

hway Co. RD. 1201 County UMATILLA Prefix 230-1986

LENGTH Computations by LEINSER Date 1-24-84

ITEM	UNIT	QUANTITY	UNIT COST	$ AMOUNT
MOBILIZATION	L.S.	100%		2,160.00
TEMP. PROT. & DIRECT. TRAFFIC	L.S.	100%		810.00
TEMPORARY SIGNS	SQ. FT.	387.0	8.00	3,096.00
TEMP. CONT. RAIL TRAFFIC BARRIER	LIN. FT.	64.0	13.00	832.00
REMOVAL STRUC. & OBSTRUC.	L.S.	100%	4000.00	4,000.00
FLAGGERS	HRS	150.0	15.00	2,250.00
AGG. BASE	CU. YD.	143.0	15.00	2,145.00
COMMERCIAL A.C. MIX	SQ. YD.	1156.0	5.00	5,780.00
GUARDRAIL TYPE 2A	LIN. FT.	50.0	15.00	750.00
GUARDRAIL TYPE 3	LIN. FT.	94.0	30.00	2,820.00
TYPE 1 ANCHOR	EA.	4.0	350.00	1,400.00
TYPE B END PIECES	EA.	2.0	70.00	140.00
TYPE C END PIECES	EA.	2.0	90.00	180.00
MAILBOX POST (MULTIPLE)	EA.	1	200.00	200.00
EXTRA FOR A.C. APPROACHES	EA.	5	175.00	875.00

PAGE TOTAL .... $ 27,438.00

OREGON STATE HIGHWAY DIVISION

QUANTITY SUMMARY & COST ESTIMATE Sheet 2 of 2 Sheets

Section USRS FEED CANAL BR. 1046.3 Unit

way CO. RD # 1201 County UMATILLA Prefix 230-1986

TH Computations by L LEWITER Date 1-24-84

ROADWORK .... $ 27,438.00

STRUCTURES:

(1) 32.0 × 34.0 slab span $

1088.0 SqFt. × $50.00 = $ 54,400.00

TOTAL: STRUCTURES .... $ 54,400.00

ADDITIONAL
ANTICIPATED ITEMS

STRIPING $ 400.00

ADJUST UTILITIES ([illegible]) $ -0- [illegible]

TOTAL: ADDITIONAL ANTICIPATED ITEMS .... $ 400.00

TOTAL : * - $ 82,238.00

20 % ENGINEERING AND CONTINGENCIES .... $ 16,447.60

RIGHT-OF- WAY .... $ —

TOTAL ESTIMATED COST = $ 98,685.60

[illegible]

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS 3000(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

1-16-84

4. PROGRAM NO.

5. ITEM NO. 40015

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1-16-84

8. FEDERAL ROUTE NUMBER Non-Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

FEED CANAL (EDWARDS ROAD) BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change - See below

13. REMARKS

As requested in Mr. Potter's December 27, 1983 letter, I approve the revised Preliminary Engineering costs to a TEC of $20,000; Federal Funds $16,000.

(Increase TEC $2,000; Federal Funds $1,600)

RECEIVED
STATE HWY ENGR
JAN 24 '84
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig. to
1/24

14. DATE 1-16-84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

(Umatilla County)

KEY ID#	
SECTION	Feed Canal (Edwards Rd.)Bridge
REGION	5

SURVEY AUTHORITY

AUTHORIZATION NO.	PREFIX	DATE
2	230-1986	12/7/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 4,000.	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,500.	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		1,500
906 BRIDGE DESIGN			921 SPECIFICATIONS		1,000	938 REGION ENVIRONMENT		200.
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		3,700	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		200.	927 FREE BRIDGE DESIGN		4,000	929 Free Br Specs		1,500
914 REGION UTILITY LIAISON		600	932 RAILROAD & UTILITIES					

TOTALS	$	$ 20,000
PREVIOUS AUTHORIZATION		$ 18,000
ADD. AUTH. REQUIRED		$ 2,000

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
BROS-3000(7)

LOCATION ENGINEER'S REMARKS

This project 100% local government match.

County requests free bridge design/specifications as defined by Oregon Revised Statutes.

This Authority is being submitted to reflect current estimated costs.

1 Versteeg ✓	RECEIVED	
Anderson		
SG Adams		
SG Macnab	FEB 3 1984	Do Not File ☐
~~Stoudenmyer~~ Edwards E		Return to
Terpin		Bring Up / /
3 Trent	ROAD DESIGN SECTION	Action
SX Wakerlig		

Bring-up

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE
[illegible]	[illegible]	X Vernon E. [illegible]	2/1/84
RECOMMENDED, REGION ENGINEER	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES	DATE
X	12-8-83	X [illegible]	2-2
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	
X Frank E. [illegible]	1/27/84	10-19-83 1-16-84	

734-1914 (7-82)

7863

November 2, 1983 PRO

Carlos Van Elsberg
Director of Public Works
2920 Westgate
Pendleton, OR 97801

Subject: Feed Canal (Edwards Road) Bridge
Bridge No. 10463
Umatilla County

Dear Mr. Van Elsberg,

The Federal Highway Administration has approved the Preliminary Engineering (P.E.) for this bridge replacement project #BROS-3000(7). The County's share of these P.E. costs are:

Total P.E. Cost	$ 18,000.00
Federal Share	14,400.00
State Share	1,100.00
County Share	$ 2,500.00 ✓

Rec'd 11-22-83
Informed Region

Please make your advance deposit in the amount of $2,500 and send it in according to one of the three methods on the attached sheet.

Sincerely,

Gary A. Potter, Manager
Program Section

HR:bkb
Attachments
bcc: w/AD (83-102)
Roger Lang, Region 5
Vern Skoog - Please return completed AD 83-102 when advance deposit is received.

9263

November 2, 1983 PRO

Carlos Van Elsberg
Director of Public Works
3920 Westgate
Pendleton, OR 97801

Subject: P.E. Advance Deposit
A-Line Canal (Hermiston-Hinkle Rd.)
Br. #10389
Umatilla County

Dear Mr. Van Elsberg,

The Federal Highway Administration has approved the Preliminary Engineering (P.E.) for this bridge replacement project #BRS-B573(2). The County's share of these P.E. costs will be:

Total P.E. Costs	$ 26,000.00
Federal Share	20,800.00
State Share (for Bridge Design)	1,100.00
County's Share	$ 4,100.00 ✓

Rec'd 11-22-83
Informed Region

Please make your advance deposit in the amount of $4,100 according to one of the methods on the attached sheet.

Sincerely,

Gary A. Potter, Manager
Program Section

HR:bkb
Attachment
bcc: w/AD 83-100

Roger Lang, Region 5
Vern Skoog - Please return completed AD 83-100 when advance deposit is received.

[illegible]

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-B573(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

10-17-83

4. PROGRAM NO.

5. ITEM NO. 40014

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-19-83	8. FEDERAL ROUTE NUMBER Secondary B573	9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

A-LINE CANAL (HERMISTON - HINKLE ROAD) BRIDGE #10389 SECTION

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* including archeological salvage and utility preparatory work TEC $26,000; FF $20,800

13. REMARKS

As requested by Mr. Swan's PEA dated October 5, 1983. Project is subject to FHWA field review.

RECEIVED
STATE HWY ENGR
OCT 25 '83
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig to 10/25

14. DATE 10-19-83	15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1263

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-3000(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

11-12-83

4. PROGRAM NO.

5. ITEM NO. 40015

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-19-83

8. FEDERAL ROUTE NUMBER Non-Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
FEED CANAL (EDWARDS ROAD) BRIDGE SECTION #10463

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

-tr.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* including archeological salvage and utility preparatory work TEC $18,000; FF $14,400

13. REMARKS

As requested by Mr. Swan's PEA dated October 5, 1983. Project is subject to FHWA field review.

RECEIVED
STATE HWY ENGR
OCT 25 '83
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig to
10/25

14. DATE 10-19-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

October 7, 1983

Board of County Commissioners
Umatilla County
P. O. Box 1227
Pendleton, OR 97801

AGR 4

Attention: J. Dean Fouquette, Sr.
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for a bridge replacement project on the A-Line Canal (Hermiston-Hinkle Road) Bridge.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Att.

bc: Gary Potter (agree. att.)

9563

1

October 7, 1983

Board of County Commissioners
Umatilla County
P. O. Box 1227
Pendleton, OR 97801

AGR 4

Attention: J. Dean Fouquette, Sr.
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 79

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for a bridge replacement project on Feed Canal (Edwards Road) Bridge.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Att.

bc: Gary Potter (agree. att.)

1863

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. N	ROUTE NO. STATE
Co. Rd., Stanfield "Feed Canal (Edwards Rd.) Br. Sec."	117	40015	BROS-3000(7)	Non	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

County Umatilla Code 059

A-95 Review:

State Cl. Ho......... Exempt X Date Approved ____

Dist. 12 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental ~~Assessment~~ Action: FHWA Concurrence Dated 9-21-83

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 2.

(2) Structure No. 10463.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 18,000
FF 80%	$ 14,400
STATE	$ 1,100
Co.	$ 2,500

For PR-37:

Field Phase	$
PS&E Phase	$

REMARKS:
1) Enclosed is a copy of Authority for Survey and project maps.
2) Included in approved bridge replacement inventory with a sufficiency rating of 23.9

CL:bkb

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
10-5-83	D.E. SWAN	PROJECT UNIT ENGINEER

7863

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. S	ROUTE NO. STATE
Co. Rd., 0.5 mi. S. of Hermiston "A-Line Canal (Hermiston-Hinkle Rd.) Br."	114	40014	BRS-B573(2)	B573	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) Hermiston Airport ROW 60' normal

Water Development None Recreation & Historical Areas None

County Umatilla Code 059

A-95 Review:

State Cl. Ho.......... Exempt X Date Approved ______

Dist. 12 Cl. Ho. ..... Exempt X Date Approved ______ No Reply ___

Project Environmental ~~Assessment~~ Action: FHWA Concurrence Dated 9-21-83

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 2.

(2) Structure No. 10389.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 26,000
FF 80%	$ 20,800
STATE	$ 1,000
Co.	$ 4,100

For PR-37:

Field Phase	$
PS&E Phase	$

REMARKS:
1) Enclosed is a copy of Authority for Survey and project maps.
2) Included in approved bridge replacement inventory list with a sufficiency rating of 20.7.

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
10-5-83	ORIGINAL SIGNED B CARY A. POTTER for D.E. SWAN	PROJECT UNIT ENGINEER

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

REGION
5

SECTION
A-Line Canal (Hermiston-Hinkle Road) Bridge

SURVEY AUTHORITY

FAS B573

AUTHORIZATION NO.
1

PREFIX
530-1985

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 7,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,500	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		1,500
906 BRIDGE DESIGN			921 SPECIFICATIONS		1,000	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING	0	
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE	0	
912 LANDSCAPE			926 FOUNDATION		7,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN		4,000	929 Free Br. Specs.		1,500
914 REGION UTILITY LIAISON		600	932 RAILROAD & UTILITIES					

TOTALS	$	$ 26,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
BRS-B573(2)

LOCATION ENGINEER'S REMARKS

This project 100% local match.

County requests free bridge design/specifications as stipulated by Oregon Revised Statutes.

1 Versteeg ✓
Anderson
2 Adams
Macnab
3 Stoudenmeyer
Terpin
4 Trout
Wakerlig
5 Molley

RECEIVED
NOV 04 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PREPARED BY (field) Roger C Lang	DATE 8/19/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/3/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X for	DATE 9-30-83
RECOMMENDED, LOCATION ENGINEER X	DATE 9/30/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-19-83	

734-1914 (7-82)

PROJEC PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #	
SECTION A-Line Canal (Hermiston-Hinkle Road) Bridge 10389	REGION 5

STATE HIGHWAY # N/A	HIGHWAY NAME County Road	MILE POST FROM TO	LENGTH 0.1 mi ±
☐ URBAN ☒ RURAL	CITY	COUNTY Umatilla	ROAD/STREET NAME Hermiston-Hinkle
ROUTE # N/A	FEDERAL AID # FAS B 573	APPLICANT (IF OTHER THAN STATE) Umatilla County	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 26 ~~18~~
RIGHT OF WAY		$ 2
ROADWAY	$ 35	
STRUCTURES	$ 56	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 7	
	$	
40% ENGINEERING & CONTINGENCIES	$ 39 ~~36~~	
TOTAL CONSTRUCTION		$ 137 ~~127~~
TOTAL ESTIMATE		$ 165 ~~147~~

PROJECT DATA	
GRADING (✓)	X
PAVING (✓)	X
STRUCTURES (✓)	X
SIGNING (✓)	
SIGNALS (✓)	
ILLUMINATION (✓)	
ENVIRONMENTAL CLASS (1,2,3)	2
DESIGN CATEGORY (1-7)	7
WORK TYPE (1-12)	5

RIGHT OF WAY	
FILES (#)	
ACRES (#)	
RELOCATIONS (#)	
WORK BY STATE/CONSULTANT/APPLICANT	
PRELIMINARY ENGINEERING (S,C,A)	S
CONSTRUCTION ENGINEERING (S,C,A)	S
RIGHT OF WAY DESCRIPTIONS (S,C,A)	A
RIGHT OF WAY ACQUISITIONS (S,C,A)	A

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/84	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	Y ON STRUCT
AVERAGE DAILY TRAFFIC	1600	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

Existing structure is failing and is listed in the National Inventory of deficient bridges showing a SR 20.7.

PROPOSED SOLUTION

Construct prestressed reinforced concrete bridge and widen roadway as required.

REQUESTED, REGION ENGINEER X	DATE 8-14-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION A-Line Canal (Hermiston-Hinkle Rd.) Bridge

REGION 5

PROJECT JUSTIFICATION

Existing structure is failing and does not allow safe movement of vehicles and has been a long standing concern of the County. The structure is listed in the National Inventory of deficient bridges, SR 20.7 and is included in the FY 1984 HBR Program.

Detour will be required during construction as there are no other practical alternate routes. The County will negotiate for the necessary easements.

This project is consistent with the County's bridge replacement program.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
A-Line Canal (Hermiston-Hinkle Road) Bridge

REGION
5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	S	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE		CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE		COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	S	(LIST BELOW)	

COMPANIES
Irrigation

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED
45

DESIGN STANDARDS
AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				1			10	×	10			1				
				4			12		12			4				
PROPOSED (200' taper sec)																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
widen base	14"				
pave	4"	2"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	35	32	56,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date [illegible]/30/83

734-1912 (7-82)

PROJEC PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
A-LINE CANAL (HERMISTON-HINKLE RD.) BRIDGE

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

A temporary construction easement for a detour will be required (less than one acre).

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. The project is consistent with the County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No impact on traffic volumes or flow patterns. Safety will be enhanced as the existing structure is failing.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None. This is an irrigation canal and no in-canal work is anticipated.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None. Steel A-frame truss constructed in 1920. This bridge's ineligibility for the National Register of Historic Places has not been conclusively determined at this time.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The detour over the A-Line Canal or other construction activities must not interfere with delivery of water to users. Other complicating conditions include the concrete lined ditch itself and the close proximity of headgates, and maintaining access to service roads.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacement requiring only a temporary construction easement for a detour (less than 1 acre). Function of ditch will have to be maintained during construction, if done during irrigation season. No other adverse human or physical impacts are anticipated.

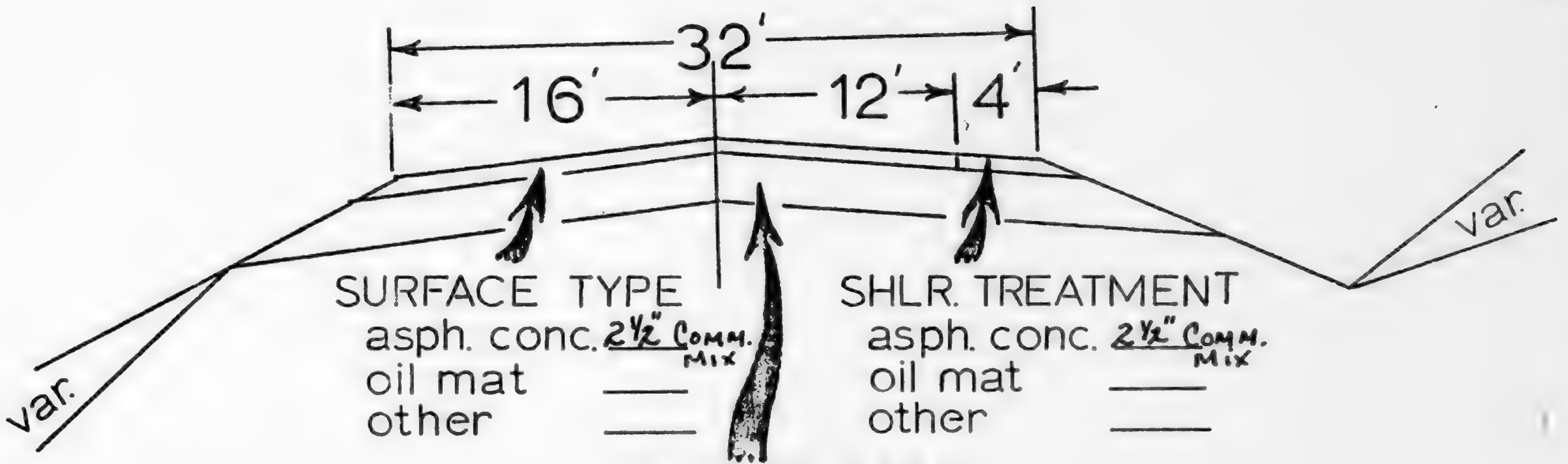
OTHER DOCUMENTATION

Cultural Resource Survey

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	September 21, 1983

734-1913 (7-82)

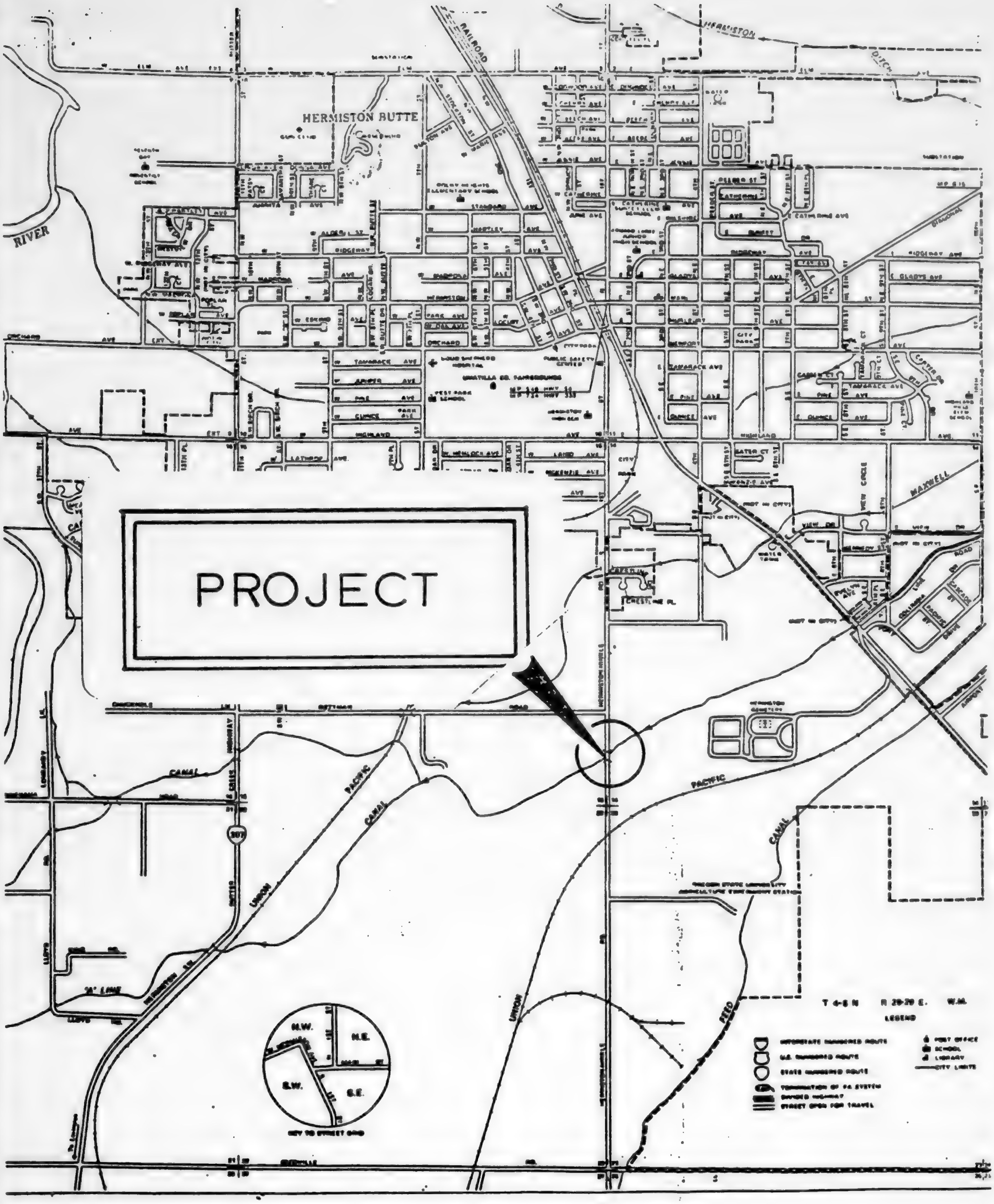
PROPOSED
TYPICAL SECTION
(200' TAPER SEC.)



SURFACE TYPE
asph. conc. 2½" COMM. MIX
oil mat ____
other ____

SHLR. TREATMENT
asph. conc. 2½" COMM. MIX
oil mat ____
other ____

TYPE OF BASE
LIME STABILIZED ____
PIT OR QUARRY RUN ____
CRUSHED AGG'R. 14" IN WIDENED AREA


PROJECT
HERMISTON BUTTE
RIVER
RAILROAD
HERMISTON DITCH
ELM AVE
ORCHARD AVE
HERMISTON
STANDARD AVE
RIDGEWAY
TAMARACK AVE
UMATILLA CO. FAIRGROUNDS
MAXWELL
DIAGONAL
CRESTLINE PL.
HERMISTON CEMETERY
AIRPORT
UNION PACIFIC
CANAL
207
OREGON STATE UNIVERSITY
AGRICULTURE EXPERIMENT STATION
FEED CANAL
"A" LINE
N.W.
N.E.
S.W.
S.E.
KEY TO STREET GRID
T 4-5 N R 28-29 E. W.M.
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF FA SYSTEM
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL
POST OFFICE
SCHOOL
LIBRARY
CITY LIMITS

9863

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:

REGION 5 OFFICE

R. D. Hector
Region Engineer

P. O. Box 850 - La Grande, Oregon 97850 - Telephone 963-3177

September 29, 1983

Mr. Carlos Van Elsberg
Umatilla County Director of
Public Works
P. O. Box 1427
Pendleton, Oregon 97801

Re: Project Classification
Feed Canal (Edwards Rd.) Bridge Section
HBR Off-System Project

Dear Mr. Van Elsberg:

In accordance with the terms of the Highway Bridge Replacement Working Agreement and the Oregon Action Plan for Transportation, your agency is responsible for Citizen Involvement, Environmental and Public Hearings, if required.

Enclosed is a copy of Project Environmental Classification showing Federal Highway concurrence of Class II, Categorical Exclusion for the above subject project, which calls for minimal or no action.

Please file and retain this document in your permanent job file. Do not hesitate to call me if you have any questions.

Roger C Lang

Roger C. Lang
Federal Aid Specialist

RCL/lm

Enc.

cc: D. E. Swan ✓
Mike Gardner

734-1839

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

September 13, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97301

RE: Project Classification
Feed Canal (Edwards Road) Bridge
County Road
Umatilla County
BROS-3000(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour
Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
September 23, 1983

CMG:lm

Attachments (4)

CONCUR:
9/21/83
for Division Administrator Date
FHWA OREGON DIVISION

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Uni
Cost & Records Spe
Surfacing Design
General Files
Bob Hector
John Preston
Vernal Moore
Harry Oswald

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Feed Canal (Edwards Rd.) Bridge (10463)

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

A temporary construction easement of less than one acre will be required for a detour.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. The project is consistent with the County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Existing timber structure is failing and will not carry legal loads or accommodate modern day agricultural equipment. Safety would be improved.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None. Feed Canal functions generally during the non-irrigation season providing storage for Cold Springs Reservoir. Therefore no water impacts are anticipated during the normal construction season.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None. Timber structure constructed in 1927. A preliminary determination has been made that it is not eligible for the National Register.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The close proximity of residences and ditch service road in relation to proposed detour are complicating conditions and will require additional planning.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

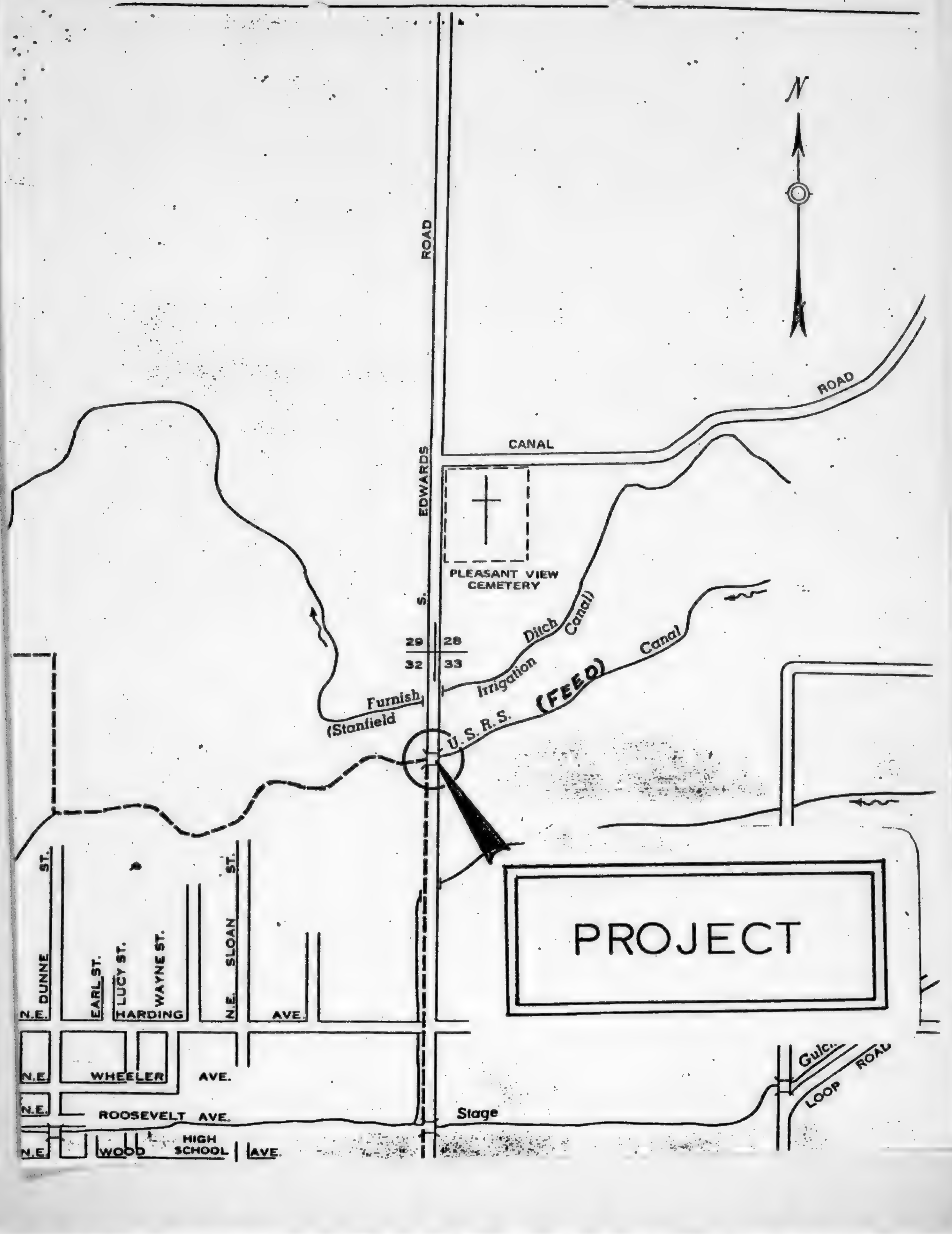
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacement requiring only a temporary construction detour easement. No adverse human or physical impacts are anticipated.

OTHER DOCUMENTATION

Cultural Resource Survey

PREPARED BY X John Preston John Preston	TELEPHONE NUMBER 963-3177	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE September 21, 1983


N
S. EDWARDS ROAD
ROAD
CANAL
PLEASANT VIEW CEMETERY
29
28
32
33
(Stanfield
Furnish
Irrigation
Ditch
Canal)
U.S.R.S.
(FEED)
Canal
PROJECT
N.E. DUNNE ST.
EARL ST.
LUCY ST.
WAYNE ST.
N.E. SLOAN ST.
N.E. HARDING AVE.
N.E. WHEELER AVE.
N.E. ROOSEVELT AVE.
N.E. WOOD HIGH SCHOOL AVE.
Stage
Gulc.
LOOP ROAD

1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

September 13, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97301

RE: Project Classification
A-Line Canal (Hermiston-Hinkle Rd.) Br.
County Road
Umatilla County
BRS-B573(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
September 23, 1983

CONCUR:

9/21/83
Division Administrator Date
for FHWA OREGON DIVISION

CMG:lm

Attachments (4)

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Uni
Cost & Records Spe
Surfacing Design
General Files
Bob Hector
John Preston
Vernal Moore
Harry Oswald

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
A-LINE CANAL (HERMISTON-HINKLE RD.) BRIDGE

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

A temporary construction easement for a detour will be required (less than one acre).

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. The project is consistent with the County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No impact on traffic volumes or flow patterns. Safety will be enhanced as the existing structure is failing.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None. This is an irrigation canal and no in-canal work is anticipated.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None. Steel A-frame truss constructed in 1920. This bridge's ineligibility for the National Register of Historic Places has not been conclusively determined at this time.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The detour over the A-Line Canal or other construction activities must not interfere with delivery of water to users. Other complicating conditions include the concrete lined ditch itself and the close proximity of headgates, and maintaining access to service roads.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

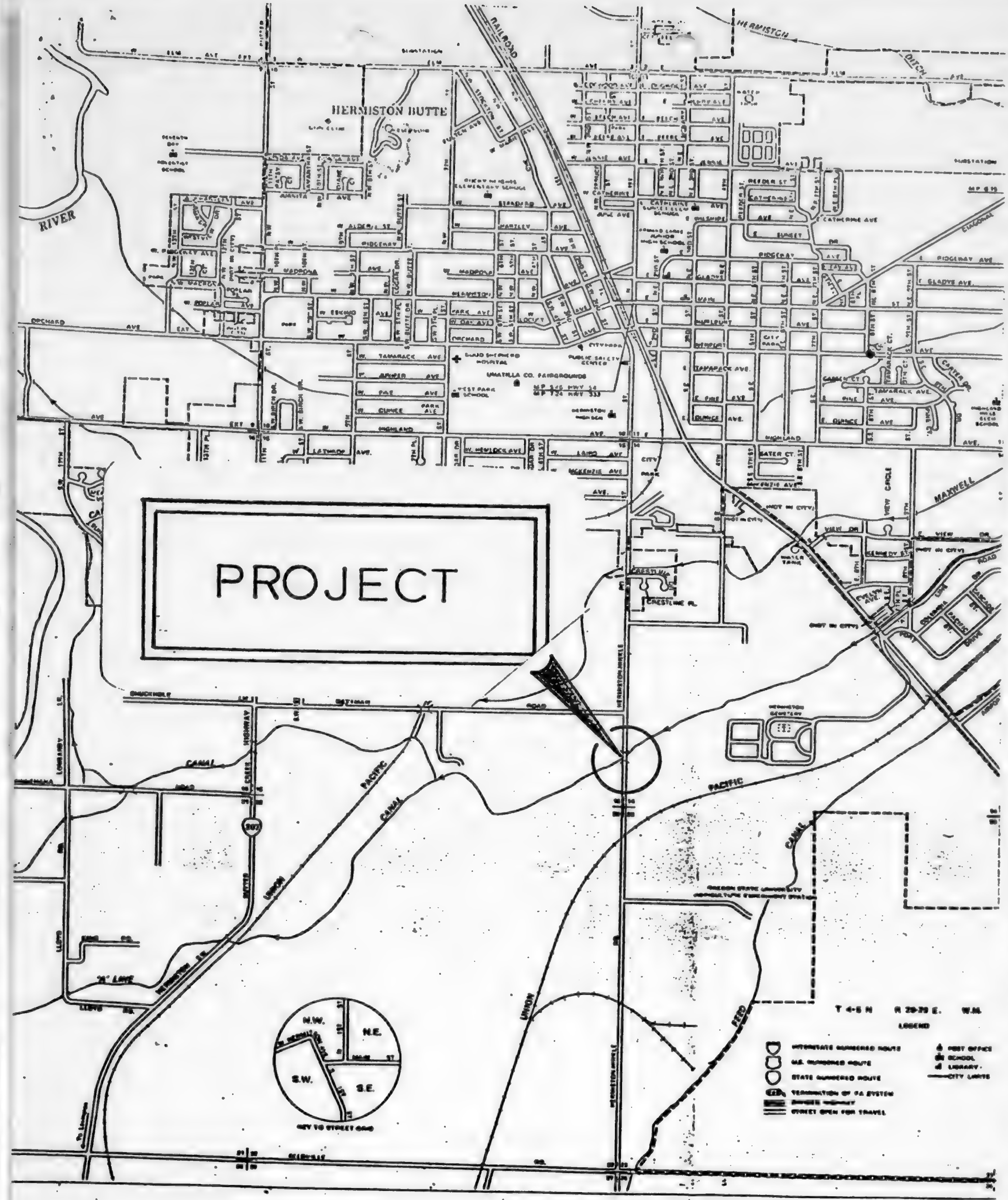
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacement requiring only a temporary construction easement for a detour (less than 1 acre). Function of ditch will have to be maintained during construction, if done during irrigation season. No other adverse human or physical impacts are anticipated.

OTHER DOCUMENTATION

Cultural Resource Survey

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	September 21, 1983


PROJECT
HERMISTON BUTTE
RIVER
RAILROAD
HERMISTON DITCH
ORCHARD AVE
HIGHLAND AVE
ELM AVE
UMATILLA CO. FAIRGROUNDS
GOOD SHEPHERD HOSPITAL
PUBLIC SAFETY CENTER
CITY PARK
MAXWELL
VIEW DR
CRESTLINE PL
HERMISTON CEMETERY
UNION PACIFIC
CANAL
FEED CANAL
OREGON STATE UNIVERSITY AGRICULTURAL EXPERIMENT STATION
HERMISTON HIGHWAY
HIGHWAY 207
"A" LANE
N.W.
N.E.
S.W.
S.E.
KEY TO STREET GRID
T 4-5 N R 28-29 E. W.M.
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF FA SYSTEM
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL
POST OFFICE
SCHOOL
LIBRARY
CITY LIMITS

OREGON DEPARTMENT OF TRANSPORTATION

[illegible]

PROJECT PROSPECTUS
PART 1 · PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #	
SECTION A-Line Canal (Hermiston-Hinkle Road) Bridge 10389	REGION 5

STATE HIGHWAY # N/A	HIGHWAY NAME County Road	MILE POST FROM TO	LENGTH 0.1 mi +
☐ URBAN ☒ RURAL	CITY	COUNTY Umatilla	ROAD/STREET NAME Hermiston-Hinkle
ROUTE # N/A	FEDERAL AID # FAS B 573	APPLICANT (IF OTHER THAN STATE) Umatilla County	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 18	GRADING (✓)	X	FILES (#)	
RIGHT OF WAY		$ 2	PAVING (✓)	X	ACRES (#)	
ROADWAY	$ 35		STRUCTURES (✓)	X	RELOCATIONS (#)	
STRUCTURES	$ 56		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$				RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	A
40% ENGINEERING & CONTINGENCIES	$ 36		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 127	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 147				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/84	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	Y ON STRUCT
AVERAGE DAILY TRAFFIC	1600	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM
Existing structure is failing and is listed in the National Inventory of deficient bridges showing a SR 20.7.

PROPOSED SOLUTION
Construct prestressed reinforced concrete bridge and widen roadway as required.

REQUESTED, REGION ENGINEER X	DATE 8-19-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE [illegible] 83	PROGRAM YEAR	FUNDING

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS**, the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & PROPOSED Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION A-Line Canal (Hermiston-Hinkle Rd.) Bridge	KEY ID # REGION 5

PROJECT JUSTIFICATION

Existing structure is failing and does not allow safe movement of vehicles and has been a long standing concern of the County. The structure is listed in the National Inventory of deficient bridges, SR 20.7 and is included in the FY 1984 HBR Program.

Detour will be required during construction as there are no other practical alternate routes. The County will negotiate for the necessary easements.

This project is consistent with the County's bridge replacement program.

ADMINISTRATION RECOMMENDATION

INSTRUCTIONS

PROJECT JUSTIFICATION

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

ADMINISTRATION RECOMMENDATION will be completed in Salem.

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

SECTION A-Line Canal (Hermiston-Hinkle Road) Bridge	KEY ID # REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	S	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE		CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE		COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS		NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)		NEW (#)

RIGHT-OF-WAY						
ACQUISITIONS		RELOCATIONS				
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)			
RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		

UTILITIES	S	(LIST BELOW)
COMPANIES Irrigation		

DESIGN SPEED	DESIGN STANDARDS
45	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				1			10	×	10			1				
				4			12		12			4				

PROPOSED (200' taper sec)

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
widen base	14"				
pave	4"	2"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	35	32	56,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: A-Line Canal (Hermiston-Hinkle Road) Bridge

REGION: 5

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 7,000	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT	200	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING	0	
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE	0	
912 LANDSCAPE			926 FOUNDATION	7,000		980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	600		932 RAILROAD & UTILITIES					

TOTALS	$ | $
PREVIOUS AUTHORIZATION	$
ADD. AUTH. REQUIRED	$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

This project 100% local match.

County requests free bridge design/specifications as stipulated by Oregon Revised Statutes.

PREPARED BY (field) Roger C. Lang	DATE 8/19/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 8-19-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Feed Canal (Edwards Road) Bridge 10463

REGION: 5

STATE HIGHWAY # N/A	HIGHWAY NAME County Road	MILE POST MP 5.13 FROM TO	LENGTH 0.1 mi ±
☐ URBAN X☒ RURAL	CITY	COUNTY Umatilla	ROAD/STREET NAME Edwards Road
ROUTE # N/A	FEDERAL AID # OFF SYSTEM	APPLICANT (IF OTHER THAN STATE) Umatilla County	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 18	GRADING (✓)	X	FILES (#)	
RIGHT OF WAY		$ 1	PAVING (✓)	X	ACRES (#)	
ROADWAY	$ 22		STRUCTURES (✓)	X	RELOCATIONS (#)	
STRUCTURES	$ 49		SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$				RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	A
40% ENGINEERING & CONTINGENCIES	$ 28		DESIGN CATEGORY (1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 99	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 118				

FINANCING/PROGRAMMING — RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/84	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	350	
YEAR OF AVERAGE DAILY TRAFFIC	est 1983	

DEFINE THE PROBLEM

Existing timber structure is failing, will not carry legal loads or accommodate modern day agricultural equipment. Structure is listed in the National Inventory of deficient bridges, SR of 23.9.

PROPOSED SOLUTION

Construct prestressed reinforced concrete bridge and widen roadway as required. County requests 28 foot wide bridge.

REQUESTED, REGION ENGINEER X	DATE 8-19-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & PROPOSED Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Feed Canal (Edwards Road) Bridge

REGION 5

PROJECT JUSTIFICATION

Existing structure has exceeded design expectancy and is failing. This bridge has been a long standing concern of Umatilla County. The structure is shown in the National Inventory of deficient bridges with a SR of 23.9.

Detour for this project will be required. The County will negotiate for possible donation R/W from property owners.

This project is consistent with the County's bridge replacement program.

ADMINISTRATION RECOMMENDATION

INSTRUCTIONS

PROJECT JUSTIFICATION

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

ADMINISTRATION RECOMMENDATION will be completed in Salem.

PROJECT PROSPECTUS

PART 2 - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Feed Canal (Edwards Road) Bridge	REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	A	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS		OLD (#) NEW (#)	
						UTILITIES		(LIST BELOW)	

COMPANIES

PNW BELL

U.S.R.S.

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)	2	ACCESS CONTROL (Y/N)	

DESIGN SPEED 45	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				1			10	×	10			1				
				3			11		11			3				

PROPOSED (200' TAPER SEC)

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
widen base	14"		overlay taper		
			sec & bridge		2½

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	35	28	49,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
Feed Canal (Edwards Road) Bridge

REGION
5

SURVEY AUTHORITY

AUTHORIZATION NO

PREFIX

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 700	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS			938 REGION ENVIRONMENT	200	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING	0	
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE	0	
912 LANDSCAPE			926 FOUNDATION	700		980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	600		932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

This project 100% local match.
County requests free bridge design/specifications as defined by Oregon Revised Statutes.

PREPARED BY (field)	DATE 8/19/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 8-14-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

9-23

FEDERAL AID PROJECT REQUEST

Date August 3, 1983

Applicant Agency Umatilla County

Request for: Off-System ____, FAS-C ____, FAUS ____ Project HBR Off-System

Federal Aid Route No. ____ Route Name Edwards Road (MP 5.13) CR 1201

Project Name Feed Canal, (Edwards Rd) Bridge Section

Project Length 0.1 + Project Location (Attach sketch map)

Project Description Widen, Grade, Pave and Structure (Prestressed Reinforced Concrete)

Average Daily Traffic 350 (estimate) Design Speed 45

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 ft Travel Lanes 2 Shoulders 1

Medians None Parking None

Sidewalks None

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 22 ft Travel Lanes 2 Shoulders 3 ft

Medians NO Parking NO

Curbed NO Length Curb Radii

Sidewalk/Bikeway No, taper section

Remarks Taper 200 ft + from New Bridge

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 ft. Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No XX

3. Will additional right-of-way be needed? Yes XX No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes XX No ____
Remarks County will negotiate for detour R/W if required. will request reimbursement if unsuccessful.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

NONE

2. Proposed Signalization:

Location NONE

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? None required

4. Permanent Striping:

Include in project or by applicant?

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

NONE

2. Proposed Illumination:

Location NONE

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure: BR. NO 10463

Location Feed Canal (Edwards Road)

Type Timber

Approach Roadway Width 22 ft Shoulder Width 1 ft.

Length 31 ft. Width 23.5 ft.

To remain in place? NO

2. Proposed Structure:

Location Feed Canal (Edwards Rd.)

Approximate Size: Length 35 ft. Width 28 ft.

Are sidewalk/bikeways desired: NO, rural location, does not warrant cost.

Are any utilities to be attached to structure? Telephone

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Detour over irrigation ditch, ditch service road and proximity of residence's, detour and or

Remarks stage construction will be required if route cannot be closed during construction.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes______ No XX

   Name of Railroad______

   Existing Crossing Protection______

2. Will existing railroad crossing be altered?______

   Remarks______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Carlos Van Elsberg, Director of Public Works
   Office
2. Environmental — Same as above
   Office
3. Public Hearing — Same as above
   Office

Remarks Minimal action plan requirements anticipated for this project.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant______ State XX Consultant______

2. Project construction engineering to be performed by:

Applicant_________ State XX Consultant_________

3. Will applicant perform any work prior to or after award of contract?
Yes XX No_________
If "yes," describe briefly: County will attempt to obtain donation r/w for detour

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 12,000.00
Right-of-way costs (if participating)	1,000.00
Traffic control (DETOUR)	10,000.00
Illumination	
Structures	49,000.00
Railroad	
Other 40% Engineering and Contingencies	28,000.00
Preliminary engineering	18,000.00
PROJECT TOTAL	$ 11~~7~~8,000.00 RCL

Remarks County requests free bridge design/ specifications as defined by Oregon Revised Statues, Requests/ AUGUST 1984 Bid Letting
rc

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

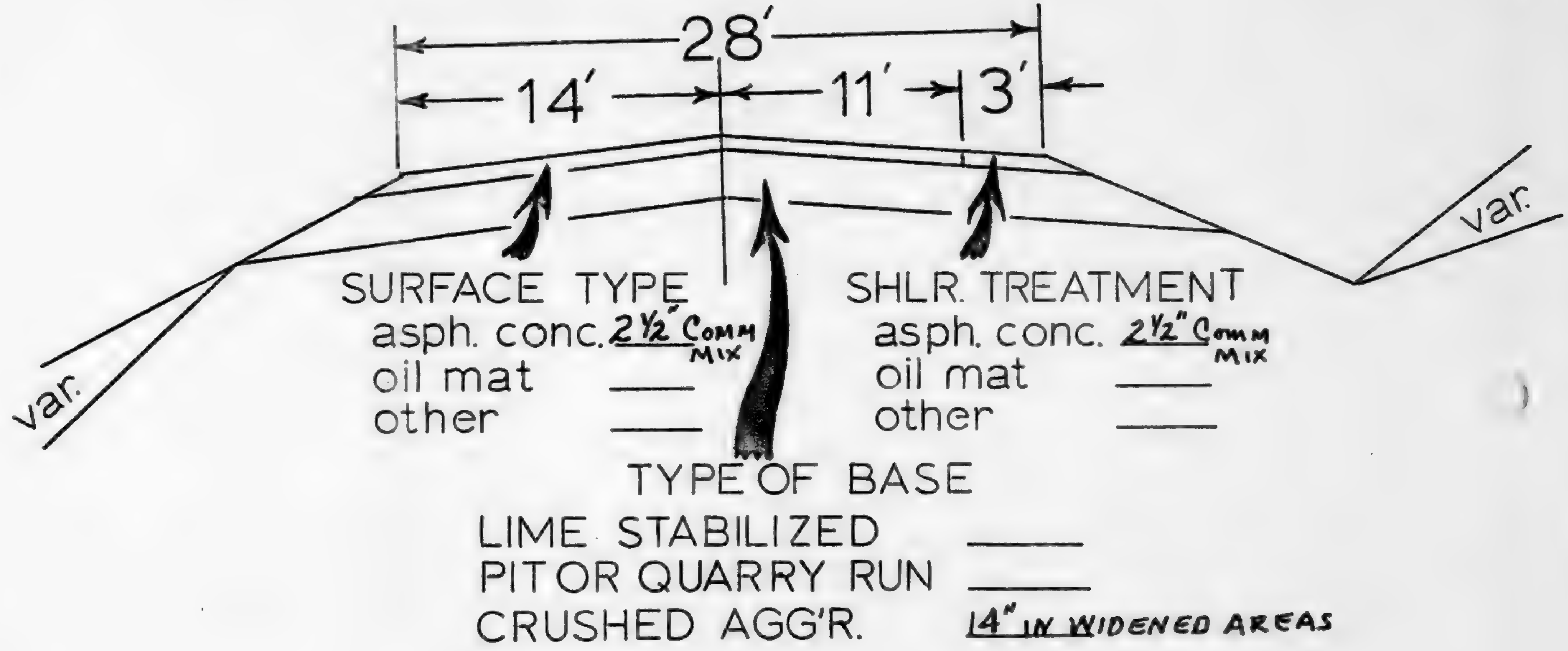
CITY OF __________ and/or Umatilla COUNTY

By__________ By__________

By__________ By

By William S. Hansell

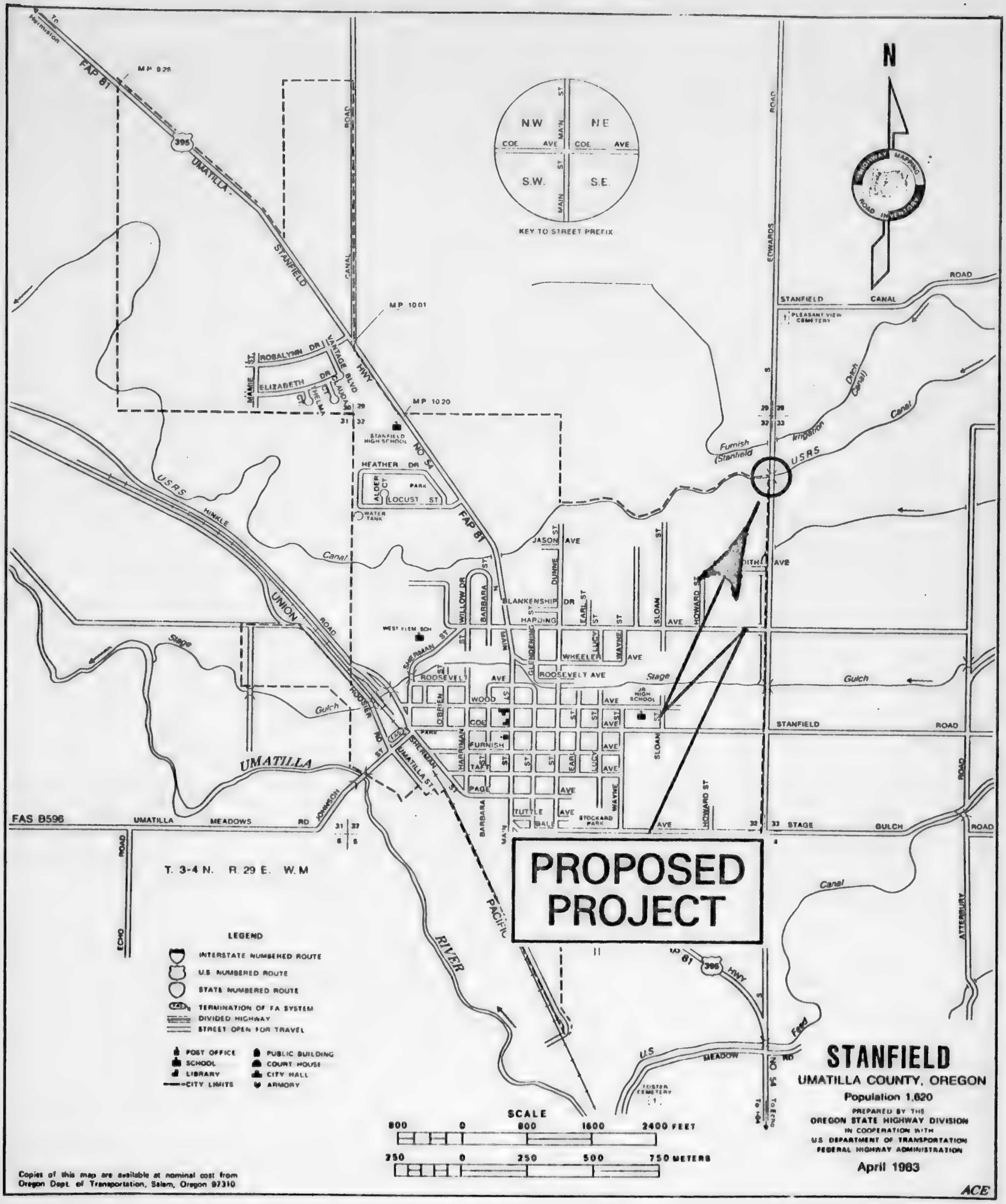
PROPOSED
TYPICAL SECTION
(200' TAPER SEC.)



SURFACE TYPE
asph. conc. 2½" Comm Mix
oil mat ____
other ____

SHLR. TREATMENT
asph. conc. 2½" Comm Mix
oil mat ____
other ____

TYPE OF BASE
LIME STABILIZED ____
PIT OR QUARRY RUN ____
CRUSHED AGG'R. 14" in widened areas


PROPOSED PROJECT
N
HIGHWAY MAPPING ROAD INVENTORY
KEY TO STREET PREFIX
N.W.
N.E.
S.W.
S.E.
COE AVE
MAIN ST
To Hermiston
FAP 81
MP 9.26
395
UMATILLA
STANFIELD
HWY
MP 100.1
MP 102.0
CANAL ROAD
EDWARDS ROAD
STANFIELD CANAL ROAD
PLEASANT VIEW CEMETERY
Furnish (Stanfield Irrigation Ditch Canal)
USRS
USRS HINKLE Canal
UNION ROAD
ROSALYNN DR
VANTAGE BLVD
ELIZABETH DR
MAMIE ST
THELMA
CLAUDIA
STANFIELD HIGH SCHOOL
HEATHER DR
ALDER CT
PARK
LOCUST ST
WATER TANK
JASON AVE
10TH AVE
BLANKENSHIP DR
HARDING
WHEELER AVE
ROOSEVELT AVE
WOOD AVE
COE AVE
FURNISH
TAFT
PAGE
TUTTLE AVE
BALL AVE
STOCKARD PARK
JR HIGH SCHOOL
WEST ELEM SCH
WILLOW DR
BARBARA
SHERMAN ST
O'BRIEN
HARRIMAN
GLENDENNING ST
DUNNE ST
EARL ST
LUCY
WAYNE
SLOAN
HOWARD ST
HOOSIER RD
UMATILLA ST
Stage Gulch
STANFIELD ROAD
STAGE GULCH ROAD
UMATILLA RIVER
PACIFIC
FAS B596
UMATILLA MEADOWS RD
JOHNSON
ECHO ROAD
ATTERBURY
Canal
81 395 HWY
U.S. MEADOW RD
Feed
NO 54
To I-84
To Echo
FOSTER CEMETERY
T. 3-4 N. R. 29 E. W.M
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF FA SYSTEM
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL
POST OFFICE
SCHOOL
LIBRARY
CITY LIMITS
PUBLIC BUILDING
COURT HOUSE
CITY HALL
ARMORY
SCALE
800 0 800 1600 2400 FEET
250 0 250 500 750 METERS
STANFIELD
UMATILLA COUNTY, OREGON
Population 1,620
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
April 1983
Copies of this map are available at nominal cost from
Oregon Dept. of Transportation, Salem, Oregon 97310
ACE

1984 The Dallas/Calif. Hwy. 9864
Guard Rail Project.

January 27, 1988

Allen, Kilmer, Schrader, Yazbeck
& Chenoweth
Attorneys at Law
1600 Orbanco Building
1001 SW Fifth Avenue
Portland, OR 97204

CON 5 - 9831, 9854,
9855, 9944,
9935 & 9953

Attention: Robert L. O'Halloran

As requested in your letter of January 21, 1988, I am attaching the official documentation showing the formal acceptance of the various R. A. Hatch Co.; Roadway/Hatch Joint Venture Projects. As you will note, I have highlighted the specific project.

Contract No. 9877 with R. A. Hatch Co. & Gaynetco, Inc., has not been accepted by the State. It was completed on December 15, 1987.

Contract No. 9865 with Roadway Constructors Corporation and R. A. Hatch Co. for the Beaverton-Tigard Hwy. Interchange has not been completed or accepted.

Contract No. 9864 is with Dirt and Aggregate Interchange, Inc. for The Dalles-California Highway Guardrail Project in Wasco County. Contract No. 9004 is with Marion Construction Co., Inc. for work in Silver Falls State Park in Marion County. Since these two contracts were not with Hatch/Roadway, we did not provide the acceptance information. If you do need them, let me know and we will provide that documentation.

Please let me know if I can provide any further information.

Fran Neavoll
COMMISSION SERVICES

FKN:bk

Atts.

Delegated authority reports sent showing Schwartz acceptance of Contract Nos. 9831, 9854, 9855, 9944, 9935 and 9953.

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

F. GORDON ALLEN
ANDREW K. CHENOWETH
JEFFREY M. KILMER*
CHARLES R. SCHRADER*
STEPHEN C. VOORHEES
JOSEPH A. YAZBECK, JR.

*ALSO ADMITTED IN WASHINGTON

FACSIMILE 503-222-5290 (Portland)
503-484-9779 (Eugene)

JANIE M. BURCART
CHRISTOPHER T. CARSON*
BARRY W. DOD*
DAVID A. DRAPELA*
GEORGE V. EIGHMEY
JAMES P. LAURICK
JEFFREY S. MERRICK
THOMAS J. MURPHY
ROBERT L. O'HALLORAN
GREGORY B. SNOOK
LYNNIA K. WOODS

January 21, 1988

Fran Neavoll
Oregon State Highway Department
Commission Services
121 Transportation Building
Salem, OR 97310

Re: The American Insurance Company; R.A. Hatch Co.; Roadway/Hatch Joint Venture Projects

Dear Ms. Neavoll:

You may recall that I represent The American Insurance Company, surety for R.A. Hatch Co. or Roadway/Hatch joint venture on various Oregon State Highway Department projects.

The purpose of this letter is to request some information that will assist us in evaluating possible remaining bond claim exposure with respect to various projects.

I request that you provide me with the date on which each of the following projects was formally accepted by OSHD (and, if it exists, a copy of whatever document reflects the date of formal acceptance):

1. OSHD 9831; 10-11-85
2. OSHD 9854 (NW Kittridge-NW 31st, Portland); 1-12-87
3. OSHD 9855 (Powell-Heiney Road); 1-15-87
4. OSHD 9865 (Beaverton/Tigard 217 Highway Interchange); incomplete

---

?. 5. OSHD 9864; ?, [illegible]

6. OSHD 9877. not accepted

7. OSHD 9944 (Ladd Canyon); 8-25-86

8. OSHD 9935 (Tigard-Willamette River); 1-30-87

?. 9. OSHD 9004; and ?.

10. OSHD 9953 (Sunset-Pacific Coast Highway 217 Overlay). 12/18/87

As always, if there is any charge for the copying of any documents please advise and I will arrange for payment. I appreciate your continued cooperation and assistance.

Very truly yours,

Bob O'H

Robert L. O'Halloran

RLO/me

cc: The American Insurance Company

RECEIVED
JAN 22 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

cc: Coulter

REGION NO. 10	**REPORT NO.** 2	**COUNTY** Wasco	**DIVISION** Oregon
DATE OF REPORT 2-5-85	**REPORT MADE BY** David B. Carter, Area Engineer		**PROJECT NO.** F-4-4(3)
COMPLETION DATE (Actual) 10-1-84	**ACCEPTANCE DATE BY CONRTACT AGENCY** 12-28-84	**TIME ELAPSED** See below %	**CONTRACT TIME** See below

LOCATION
Approximately 3.0 miles south of Shaniko Junction on signed Route US 97, Wasco County, Oregon.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

THE DALLES-CALIFORNIA HIGHWAY GUARDRAIL PROJECT
M.P. 70.1-M.P. 73.3
Guardrail

This project provided for the replacement of the existing cable guardrail with guardrail meeting current recommended design criteria.

The project had a specified completion date of September 30, 1984. The project was completed on October 1, 1984, one day over the specified completion date. The contractor has been assessed one day of liquidated damages.

The final cost of the original contract items was $42,023.00, or 18.7 percent underrun of the contract bid amount of $49,888.50. The final cost of the project including all changes and engineering was $46,295.59, or a 27.1 percent underrun of the project authorization of $58,839.83.

All participating work has been completed.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 12 '85
REFER TO
Fredrickson
FOR

Info	[illegible]	R/W	[illegible]	[illegible]	Act	File

cy
2/14

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE D. B. Carter Original Signed by D. B. Carter Area Engr		**SIGNATURE** G. K. Hossner Original Signed by G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	**DATE** 2/11/85	**TITLE** Field Operations Engineer	**DATE** 2/12/85

9864

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
CON 5

DATE: JAN 31 '85

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Project Acceptance
Federal Aid Project No. F-4(3)

Contract 9864 , Work Completed October 1, 1984

Project Dalles-California Hwy.-Guardrail

Highway Dalles-California Hwy.

County Wasco

Acceptance: Federal Hwy. Admin. December 5, 1984

Oregon Transportation Commission December 28, 1984

All participating work on this project has been completed.

The following documents, required for your acceptance of the project, are attached:

1-Copy Form 81-734-3498, Progress Est. & Cost Report
1-Copy Laboratory Materials Certification
1-Copy Statement of Overruns and Underruns

BMW:mk

cc: Frank Griffin
B. M. Walton
Construction Files

CPC/FL1A

Form 734-3122

January 25, 1985

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9864

Gentlemen or Ladies:

On January 7, 1985, we wrote to you concerning release of final payment on Contract No. 9864 awarded to Dirt & Aggregate Interchange, Inc. for The Dalles-California Highway Guardrail Project in Wasco County.

Final payment on this contract is $2,014.78 and the total contract amount is $41,958.00. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Dirt & Aggregate Interchange, Inc.
20905 NE Sandy Blvd.
Troutdale, OR 97060

bc: C. O. Fredrickson
Walt Hart
Dale Allen

9864

STATE OF OREGON **INTEROFFICE MEMO**
Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: December 28, 1984

Wendell E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9864,	On Site Work Substantially Completed October 1, 1984
All Work Completed	October 19, 1984	
Project	The Dalles-Calif. Hwy. Guardrail Proj.	
Highway	The Dalles-California	
County	Wasco	
Type of Work	Guard Rail	
Contractor	Dirt & Aggregate Interchange, Inc.	

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

January 7, 1985 - Surety letter written.

noted Gormsen

RECEIVED
JAN 3 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

FORM - 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: The Dalles-California Hwy Guard Rail Project (M.P. 70.1-73.3)

WEEK ENDING: November 3, 1984

SECTION PREFIX: 33-1036

HIGHWAY: The Dalles-California

COUNTY: Wasco

NAME OF JOB: The Dalles-California Hwy Guard Rail Project

KIND OF WORK: Guard Rail

CONTRACTOR: Dirt & Aggregate Interchange Inc.

CONTRACT NUMBER: 9864

FEDERAL AID PROJECT NUMBER: F-4-4(2)

DATE OF CONTRACT: July 20, 1984

DATE WORK STARTED: September 9, 1984

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: September 30, 1984

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 58,839.83

EXCLUSIVE OF ENGINEERING: $ 53,700.98

ENGINEERING AUTHORIZATION: $ 5,138.85

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 53,700.98

ENGINEERING COST TO DATE: $ 5,100.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 99 %

DATE PROJECT WAS COMPLETED: October 1, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		Guard Rail

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	Type 2A
MILES IN PROJECT					3.2
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					3,875 Lin Ft.
TOTAL QUANTITIES CORRECTED TO DATE					3,675 L. F.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					3,675
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				F RECEIVED
SATURDAY				6 1984 MA

CP............ [illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Project completed, no more work scheduled. Work is progressing on semi-final.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status: Final inspection completed, ~~waiting for certs and payroll~~

Semi-final submitted. Final weekly reort.

SIGNED W W Robertson LOCATION Bend

W. W. Robertson

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9864

STATE COPY

TO BE COMPLETED BY FHWA 8 73	US Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Wasco PROJECT NO. F-4-4(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 97, 0.96 mi. N. of Jefferson County Line, N. 3.2 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-20-84	0.0
OTHER *(Specify)*		

FUNDS Pro-rata 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 57,122.00	$ 50,353.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
MX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator AUG 7 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 31, 1984

FEDERAL AID PROJECT NO. F-4-4(3)

The Dalles/California Highway Guardrail Project
Wasco County

PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Guardrail (Sta. 159+50 to Sta. 328+65)

Mobilization	Lump Sum	All	--	$ 2,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	--	500.00
Temporary Signs	Sq. Ft.	141	3.50	493.50
Temporary Barricades	Each	2	20.00	40.00
Flaggers	Hour	200	19.00	3,800.00
Removal of Structures and Obstructions	Lump Sum	All	--	2,000.00
Motor Grader 23,000 lbs.	Hour	36	70.00	2,520.00
Aggregate Shoulders	Cu. Yd.	160	12.50	2,000.00
Guard Rail, Type 2A	Lin. Ft.	3,875	8.60	33,325.00
Guard Rail Anchors, Type 1	Each	8	290.00	2,320.00
Rail End Pieces, Type C	Each	8	80.00	640.00
Delineators, Type 4	Each	20	12.50	~~2,000.00~~ 250.00
			Subtotal	$ 49,888.50
			Engineering	7,233.50
			Total	$ 57,122.00

Length of Project ---------------- 3.2 miles

Federal Funds (88.15%)	$ 50,353.00
State Funds	6,769.00
Total	$ 57,122.00

Group 1: 100%
Contract No. 9864
Prefix: 33-1949 P.E.
33-1036

Nonparticipating (State Work)

State Responsibility for Damages	Lump Sum	All	--	$ 1,500.00

CL:me

9864

rll

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST. ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-4-4(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Wasco

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40210

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 27 '84
REFER TO Potter
FOR
Info | Invest | R/D | C/R | Sign | Act | File

Orig to
6/27

7. DATE AUTHORIZATION EFFECTIVE 6/20/84

8. FEDERAL ROUTE NUMBER Primary 4

9. STATE ROUTE NUMBER Primary 4

10. GENERAL LOCATION:

The Dalles/California Highway Guardrail Project

11. GENERAL DESCRIPTION OF WORK

Guardrail

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Mr. Potter's 6/18/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $85,813; Federal Funds $75,644.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 6/20/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9364 1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-4-4(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Wasco

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40210

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/25/84

8. FEDERAL ROUTE NUMBER Primary 4

9. STATE ROUTE NUMBER Primary 4

10. GENERAL LOCATION:

The Dalles/California Highway Guardrail Project

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $5,000 - FF $4,407

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 5/14/84.

RECEIVED
STATE HWY ENGR
MAY 30 '84
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig to
5/31

14. DATE 5/25/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1

STATE OF OREGON INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
MAR 22 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

TO: Gary Potter
Program Management

DATE: March 21, 1984

FROM: John R. Hagedorn J R Hagedorn
Region Federal Aid Specialist

SUBJECT: Transmittal of Programming Package
The Dalles--California Hwy. Guardrail Projects

NOTED
H. S. COULTER

This project appears in Part 1--Construction of the 1984-89 Six-Year H.I.P., scheduled for FY 1985.

The project has been field surveyed. The location data is being transmitted to Frank Terpin this date.

Mr. Scott Coulter visited here recently and instructed us to use part of the money set up for this project in a kind of demonstration project to obtain cost comparisons of small guardrail replacement jobs between contractors and state maintenance forces.

We want to initiate a small contract project with about 200 ± lin. ft. of guardrail replacement and include in that project a like amount of replacement to be done by State forces. The work sites will be as identical in all aspects as possible to enable us to get a good comparison.

I broached the subject to Dave Carter, FHWA, and he seemed very enthusiastic about the idea. He will appraise his supervisors and let us know if we can get federal participation in such a project.

According to our estimate of the project just submitted, we should have enough money left over to do the small job.

JRH:br

CC: H. S. Coulter
John Sheldrake
Cam Gilmour

cc Scott & John S.

What we hope to be able to show is that 3000 ft of rail replacement (another part of this project) we can show contr. costs are well below ours. At about the 200 ft length they should start to get comparable. We can then prorate between these and say at 125'± (for example) and over we contract. Dale

Contains Recycled Materials

1984 Beaverton/Tigard Hwy. Inchg.9865
Sec., of Sunset Hwy.
(Gr., pav., str., sign., ill. & sig) #4

9865

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-22	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Washington
MODIFICATION NUMBER 13	3-1-90	Project Number IX-27-2(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 7, 19 84, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 8,287,431.00	$ 8,175,431.00	
Federal funds	$ 385,600.00	$ 385,600.00	(177)
	319,852.00	319,852.00	(178)
Other revisions	6,334,612.00	6,239,412.00	(580)

This modification is made for the following reasons: To deobligate Appn Code 580 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of March, 19 90.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for MANAGER, PROGRAM SECTION
(Title)

XXX FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 20, 1990

FEDERAL AID PROJECT NO. IX-27-2(17)

BEAVERTON-TIGARD HIGHWAY INTERCHANGE SECTION
SUNSET HIGHWAY
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
CHANNELIZATION (STA. 3162+52.22 to 3229+50)

Subtotal from previous estimate of March 10, 1989	$ 5,331,586.30
Decrease in Construction Costs	112,000.00
Subtotal	$ 5,219,586.30
Engineering	620,513.70
Total	$ 5,840,100.00

TYPE CODE X281
STRUCTURE, BR. #6980 (STA. "L2" 3191+6150 TO STA. "L2" 3194+15.85)

Total from previous estimate of March 10, 1989	$ 1,337,051.00

TYPE CODE X233
STRUCTURE, BR. #16637 (STA. 13BT2)

Total from previous estimate of March 10, 1989	$ 403,465.00

TYPE CODE SFTY
STRUCTURE, BR. #9607A (PARKWAY ST. PEDESTRIAN)

Total from previous estimate of March 10, 1989	$ 158,890.00
Subtotal All Structures	$ 1,899,406.00
Engineering	237,425.00
Total	$ 2,136,831.00

TYPE CODE Y031
TRAFFIC SIGNALS (3 LOCATIONS)

Total from previous estimate of March 10, 1989	$ 193,500.00

NONPARTICIPATING ITEMS

Total from previous estimate of March 10, 1989	$ 5,000.00

Items retained in reserve were not used on this project

SUMMARY OF FUNDS (85%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Channel.	177	$ 453,648.00	$ 385,600.00	$ 68,048.00
Channel.	178	376,297.00	319,852.00	56,445.00
Channel.	580	5,010,155.00	4,258,631.00	751,524.00
Structures	580	2,136,831.00	1,816,306.00	320,525.00
Traf. Sig.	580	193,500.00	164,475.00	29,025.00
Nonpartic.	---	5,000.00	---	5,000.00
TOTAL		$ 8,175,431.00	$ 6,944,864.00	$ 1,230,567.00

Contract No. 9,865
E.A. No. C034-1917 (P.E.)
C09865

DCN:bkw

9765

J

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 3-154	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
		County Washington
MODIFICATION NUMBER 12		Project Number IX-27-2(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 7 , 19 84 , is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 8,246,918.00	$ 8,287,431.00	
Federal funds	$ 385,600.00	$ 385,600.00	(177)
	285,416.00	319,852.00	(178)
Other revisions	6,334,612.00	6,334,612.00	(580)

This modification is made for the following reasons: To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of MAR , 19 '89 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for MANAGER, PROGRAM SECTION
(Title)

XXX FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon March 10, 1989

Federal-aid Project No. IX-27-2(17)

Beaverton-Tigard Highway Interchange Section
Sunset Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 3162+51.22 to 3229+50)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Moving Temp. Concrete Barrier	LF	$ 3.00	5,163	$ 15,489.00	5,065.70	$ 15,195.00
Aggregate Base	TON	8.00	8,500	68,000.00	8,285.64	66,285.12
Concrete Barrier Standard	LF	9.00	11,126	100,134.00	10,599	95,391.00
Type "AA" & "BB" Signs in Place	SF	22.45	3,819	85,736.55	3,618.10	81,226.35
Temporary Type "C" Signs (PA #8A)	SF	12.00	-----	-----	96	1,152.00
Sound Wall (PA 27A)	LS	85,473.00	47%	40,000.00	100%	85,473.00
Watering	M-GAL	10.00	800	8,000.00	949.40	9,494.00
12-Inch Storm Sewer Pipe	LF	12.00	12,126	145,512.00	13,060	156,720.00
8-Inch Drain Pipe	LF	6.00	1,522	9,132.00	1,797	10,782.00
Drain Backfill Material	CY	30.00	131	3,930.00	225.50	6,765.00
				$ 475,933.55		$528,483.47

Total Increase	$ 52,549.92
Subtotal of previous estimate of June 22, 1988	5,279,036.38
Subtotal	$5,331,586.30
Engineering	620,513.70
Total	$5,952,100.00

Type Code X281
Structure, Br. #6980 (Sta. "L2" 3191+61.50 to 3194+15.85)

Total as on estimate of June 22, 1988	$1,337,051.00

Type Code X233
Structure, Br. #16637 (Sta. 13BT2)

Total as on estimate of June 22, 1988	$ 403,465.00

Type Code SFTY
Structure, Br. #9607A (Parkway St. Pedestrian)

Total as on estimate of June 22, 1988	$2,136,831.00

Type Code Y031
Traffic Signals (3 Locations)

Total as on estimate of June 22, 1988	$ 193,500.00

Retain in Reserve

Not used	$ 0.00

Nonparticipating Work

Total as on previous estimate of June 22, 1988	$ 5,000.00
Length of Project	0.00 miles

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Channel.	177	$ 453,648.00	$ 385,600.00	$ 68,048.00
Channel.	178	376,297.00	319,852.00	56,445.00
Channel	580	5,122,155.00	4,353,831.00	768,324.00
Struct.	580	2,136,831.00	1,816,306.00	320,525.00
Traf. Sig.	580	193,500.00	164,475.00	29,025.00
Nonpartic.	---	5,000.00	-----	5,000.00
Total		$8,287,431.00	$7,040,064.00	$1,247,367.00

Sub. Job 010: 0%; Sub. Job 080: 0%; Sub. Job 011: 100%
Contract No. 9,865
Prefix: C034-1917 (P.E.)
C09865

Note: Utility adjustments are included in P.E. project No. IX-27-2(5).

DDB:bkw

4865

5

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6 148 PROJECT REPORT NUMBER MODIFICATION NUMBER 11	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 10 27 88	Form Approved; O M B No. 04-R2089 State Oregon County Washington Project Number IX-27-2(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 7, 1984, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 8,225,753	$ 8,246,918	
Federal funds	$ 371,860	385,600.00 $ 371,860	(177)
	285,416	285,416	(178)
Other revisions	6,334,612	6,348,352 6,334,612.00	(580)

This modification is made for the following reasons: to include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27TH day of JUN, 1988.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

Manager, Program Section
(Title)

XXX For: Donald E. Forbes, P.E.

State Highway Engineer
(Title)

By ____________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon June 22, 1988

Federal-Aid Project No. IX-27-2(17)

Beaveton-Tigard Highway Interchange Section
Sunset Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 3162+51.22 to 3229+50)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class "B" Asphalt Conc. Mixture	Ton	$ 15.00	10,453	$ 156,795.00	10,949.49	$ 164,242.35
Asphalt Cement in Mixture	Ton	165.00	1,382	228,030.00	1,404.81	231,793.65
18-inch Storm Sewer Pipe	LF	22.00	664	14,608.00	706	15,532.00
Extra for Pipe Under Pave.	LF	10.00	2,677	26,770.00	3,080	30,800.00
				$ 426,203.00		$ 442,368.00

Total Increase	$ 16,165.00
Subtotal from previous estimate of March 10, 1988	5,262,871.38
Subtotal	$ 5,279,036.38
Engineering	620,513.62
Total	$ 5,899,550.00

Type Code X281
Structure, Bridge #6980 Beaverton-Tigard Highway (Sta. "L_2" 3191+61.5 to 3194+15.85)

Total as on estimate of May 13, 1988 $ 1,337,051.00

Type Code X233
Structure, Bridge #16637, Barnes Road Connection (Sta. 13BT2)

Total as on estimate of May 13, 1988 $ 403,465.00

Type Code SFTY
Structure, Bridge #9607A Parkway St. Pedestrian

Total as on estimate of May 13, 1988	$	158,890.00
Subtotal	$	1,899,406.00
Engineering		237,425.00
Total	$	2,136,831.00

Type Code Y031
Traffic Signals (3 Locations)

Subtotal as on estimate of May 13, 1988	$	172,000.00
Subtotal	$	172,000.00
Engineering		21,500.00
Total	$	193,500.00

Retain in Reserve

Subtotal as on estimate of May 13, 1988	$	10,700.00
Subtotal		10,700.00
Engineering		1,337.00
Total	$	12,037.00

Nonparticipating Work

State Responsibility for Damages	All Required	$	5,000.00

Length of Project ----------- 0.00 mile

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Channel	178	$ 335,784.00	$ 284,416.00	$ 50,368.00
Channel	580	~~5,126,283.00~~	~~4,357,340.00~~	768,943.00
Channel	177	~~437,483.00~~	~~371,860.00~~	65,623.00
Structures	580	2,136,831.00	1,816,306.00	320,525.00
Traffic Signals	580	193,500.00	164,475.00	29,025.00
Reserver	580	12,037.00	10,231.00	1,806.00
Subtotal		$ 8,241,918.00	$ 7,005,628.00	$ 1,236,290.00
Nonparticipating		5,000.00	--	5,000.00
Total		$ 8,246,918.00	$ 7,005,628.00	$ 1,241,290.00
	580	5,110,118.	4343,600.	
	177	453,648	385,600.	

Contract No. 9,865
Sub-Job: 010 = 0%; 011 = 100%; 080 = 0%
Prefix: C034-1917 (PE)
C09865

NOTE: Utility adjustment are included in PE Project No. IX-27-2(5)

DDB:jc

J

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-34432 PROJECT REPORT NUMBER MODIFICATION NUMBER 10	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Form Approved; O M B No. 04-R2089 State Oregon County Washington Project Number IX-27-2(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 7, 19 84, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 8,225,753	$ 8,225,753	
Federal funds	$ 359,110	$ 371,860	(177)
	285,416	285,416	(178)
Other revisions	6,347,362	6,334,612	(580)

This modification is made for the following reasons: To deobligate Appn Code 580 funds, and to obligate Appn Code 177 funds in like amounts.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12TH day of MAY, 19 '88.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph H. Speight for

MANAGER, PROGRAM SECTION
(Title)

~~XXX~~ By FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Bunow
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 13, 1988

Federal-Aid Project No. IX-27-2(17)

Beaverton-Tigard Hwy. Intchg. Sec.
Sunset Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008 Channelization (Sta. 3162+51.22 to 3229+50)		
Total as on estimate of 3-10-88 including Engr.		$ 5,883,385.00
Type Code X281 Structure Br. #6980 (Sta. "L2" 3191+61.5 to "L2" 3194+15.85)		
Total as on estimate of 3-10-88 including Engr.		$ 1,337,051.00
Type Code X233 Structure-Barnes Rd. Br. #16637 (Sta. 13BT2)		
Total as on estimate of 3-10-88 including Engr.		$ 403,465.00
Type Code SFTY Parkway St. Pedestiran U'Xing Br. #9607A		
Total as on estimate of 3-10-88 including Engr.		$ 2,136,831.00
Type Code Y031 Traffic Signals (3 Locations)		
Total as on estimate of 3-10-88 including Engr.		$ 193,500.00
Retain in Reserve		
Total as on estimate of 3-10-88 including Engr.		$ 12,037.00
Nonparticipating Work		
State Responsibility for damages	All Required	$ 5,000.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Channel.	178	$ 335,784.00	$ 285,416.00	$ 50,368.00
Channel.	580	5,125,118.00	4,356,350.00	768,768.00
Channel.	177	437,483.00	371,860.00	65,623.00
Structures	580	2,136,831.00	1,816,306.00	320,525.00
Traffic Signals	580	178,500.00	151,725.00	26,775.00
Reserve	580	12,037.00	10,231.00	1,806.00
Subtotal		$ 8,225,753.00	$ 6,991,888.00	$ 1,233,865.00
Nonparticipating		5,000.00	-0-	5,000.00
Total		$ 8,230,753.00	$ 6,991,888.00	$ 1,238,865.00

Sub. Job 010 = 0%; Sub. Job 011 = 100%; Sub. Job 080 = 0%
Contract No. 9865
Prefix: C034-1917 (PE); C09865

Note: Utility adjustments are included in PE Project No. IX-27-2(5).

DDB:bkw

9565

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3 180			State Oregon
PROJECT REPORT NUMBER			County Washington
MODIFICATION NUMBER 9		3-[illegible]-87	Project Number IX-27-2(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 7, 1984, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 8,210,753	$ 8,225,753	
Federal funds	$ 359,110	$ 359,110	(177)
	285,416	285,416	(178)
Other revisions	6,334,612	6,347,362	(580)

This modification is made for the following reasons: To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18TH day of MAR, 19 [illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for
Manager, Program Section
(Title)

XXXX For: Donald E. Forbes, P.E.
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon March 10, 1988

Federal-Aid Projet No. IX-27-2(17)

Beaverton/Tigard Hwy. Interchange Section
Sunset Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 3162+51.22 to 3229+50)

Item	Unit Price	Original Quantity	Original Amount	Revised Quantity	Revised Amount
Sound wall (PA #27A)	-0-	---	-0-	---	$40,000.00
			-0-		$40,000.00

Increase	$ 40,000.00
Subtotal from estimate on September 8, 1987	5,222,871.38
Subtotal	$5,262,871.38
Engineering	620,513.62
Total	$5,883,385.00

Type Code X281
Structures-Beaverton/Tigard Hwy. O'xing #6980 (Sta. L2 3191+61.5 to L2 3194+15.85)

Subtotal as on estimate of 9-8-87	$1,337,051.00

Type Code X233
Barnes Rd. Connection U'xing #16637 (Sta. 13BT2)

Subtotal as on estimate of 9-8-87	$ 403,465.00

Type Code SFTY
Parkway St. Pedestrian U'xing Br. #9607A

Subtotal as on estimate of 9-8-87	$ 158,890.00
Sub-total	$1,899,406.00
Engineering	237,425.00
Total	$2,136,831.00

Type Code Y031
Traffic Signals (3 Locations)

Total as on estimate of 9-8-87 $ 193,500.00

Retain in Reserve

Slide Correction	All Required		$ 10,000.00
Test Existing Electircal Circuits	All Required		700.00
		Subtotal	$ 10,700.00
		Engineering	1,337.00
		Total	$ 12,037.00

Length of Project 0.0 mi.

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Channelization	178	$ 335,784	$ 285,416	$ 50,368
Channelization	580	5,125,118	4,356,350	768,768
Channelization	177	422,483	359,110	63,373
Structures	580	2,136,831	1,816,306	320,525
Traffic Signals	580	193,500	164,475	29,025
Subtotal		$ 8,213,716	$ 6,981,657	$ 1,232,059
Reserve	580	12,037	10,231	1,806
Total		$ 8,225,753	$ 6,991,888	$ 1,233,865

Nonparticipating Work

State responsibility for damages All Required $ 5,000.00

Subjob 010 = 0%; Subjob 011 = 100%; Subjob 080 = 0%
Contract No. 9865
Prefix: C034-1917 P.E.
Prefix: C09865

Note: Utility adjustments are included in P.E. Project No. IX-27-2(5).

RLC:jc

• TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 12-177	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
MODIFICATION NUMBER 8	[illegible]	County Washington Project Number IX-27-2(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 7, 19 84, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 8,203,493	$ 8,210,753	
Federal funds	$ 359,110	$ 359,110	(177)
	285,416	285,416	(178)
Other revisions	6,328,441	6,334,612	(580)

This modification is made for the following reasons: To include increase in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the [illegible] day of , 19 87.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for
Manager, Program Section
(Title)

~~By~~ XXX For: Larry Rulien
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon December 18, 1987

Federal-Aid Project No. IX-27-2(17)

Beaverton/Tigard Hwy. Interchange
Sunset Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 3162+51.22 to 3229+50)

Subtotal as on estimate of 9-8-87		$5,222,871.38
	Engineering	600,513.62
	Total	$5,823,385.00

Type Code X281
Structures-Beaverton/Tigard Hwy. O'xing #6980 (Sta. L2 3191+61.5 to L2 3194+15.85)

Subtotal as on estimate of 9-8-87		$1,337,051.00

Type Code X233
Barnes Rd. Connection U'xing #16637 (Sta. 13BT2)

Subtotal as on estimate of 9-8-87		$ 403,465.00

Type Code SFTY
Parkway St. Pedestrian U'xing Br. #9607A)

Subtotal as on estimate of 9-8-87		$ 158,890.00
	Subtotal	$1,889,406.00
	Engineering	237,425.00
	Total	$2,136,831.00

Type Code Y031
Traffic Signals (3 Locations)

Total as on estimate of 9-8-87		$ 193,500.00

Retain in Reserve

Total as on estimate of 9-8-87		$ 57,037.00

Length of Project	0.0 mi.

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Channelization	178	$ 335,784	$ 285,416	$ 50,368
Channelization	580	5,065,118	4,305,350	759,768
Channelization	177	422,483	359,110	63,373
Structures	580	2,136,831	1,816,306	320,525
Traffic Signals		193,500	164,475	29,025
Subtotal		$ 8,153,716	$ 6,930,657	$ 1,223,059
Reserve	580	57,037	48,481	8,556
Total		$ 8,210,753	$ 6,979,138	$ 1,231,615

Nonparticipating Work

State responsibility for damages	All Required	$ 5,000.00

Sub. Job 010 = 0%; Sub. Job 011 = 100%; Sub. Job 080 = 0%
Contract No. 9865
Prefix: C034-1917 P.E.
Prefix: C09865

Note: Utility adjustments are included in P.E. Project No. IX-27-2(5).

DDB:bkw

7865

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	State Oregon
MONTHLY TRANSACTION NUMBER 9-70	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
PROJECT REPORT NUMBER	9-14-87	Project Number IX-27-2(17)
MODIFICATION NUMBER 7		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 7, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 8,188,493.00	$ 8,203,493.00
Federal funds	$ 6,328,441.00	$ 6,328,441.00 (580)
	359,110.00	359,110.00 (177)
Other revisions	272,666.00	285,416.00 (178)

This modification is made for the following reasons:

To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14TH day of SEP, 19 '87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Pam Gilmour

Manager, Program Section
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dlae E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

★ U.S. GOVERNMENT PRINTING OFFICE: 1985 -491-818/46134

Oregon State Highway Division
Salem, Oregon September 8, 1987

Federal-Aid Project No. IX-27-2(17)

Beaverton/Tigard Highway Interchange
Sunset Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 3162+51.22 to Sta. 3229+50)

Subtotal as on Estimate of May 27, 1987		$5,222,871.38
	Engineering	593,253.62
	Total	$5,816,125.00

Type Code X281
Structures
Beaverton/Tigard Hwy. O'Xing #6980 (Sta. L2 3191+61.5 to Sta. L2 3194+15.85)

Subtotal as on Estimate of August 2, 1984	$1,337,051.00

Type Code X233
Barnes Rd. Connection U'Xing #16637 (Sta. BBT2)

Subtotal as on Estimate of August 2, 1984	$ 403,465.00

Type Code SFTY
Parkway St. Pedestrain U'Xing Br. #9607A

Subtotal as on Estimate of August 2, 1984		$ 158,890.00
	Subtotal	$1,899,406.00
	Engineering	237,425.00
	Total	$2,136,831.00

Type Code Y031
Traffic Signals (3 Locations)

Total as on Estimate of August 2, 1984	$ 193,500.00

RETAIN IN RESERVE

Total as on Estimate of August 2, 1984 $ 57,037.00

Length of Project ------------------ 0.00 mi.

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Channelization	178	$ 335,784.00	$ 285,416.00	$ 50,368.00
Channelization	580	5,057,858.00	4,299,179.00	758,679.00
Channelization	177	422,483.00	359,110.00	63,373.00
Structures	580	2,136,831.00	1,816,306.00	320,525.00
Traffic Signals		193,500.00	164,475.00	29,025.00
Subtotal		$8,146,456.00	$6,924,486.00	$1,221,970.00
Reserve		57,037.00	48,481.00	8,556.00
Total		$8,203,493.00	$6,972,967.00	$1,230,526.00

Nonparticipating Work

State Responsibility for Damages All Required $ 5,000.00

Group 1 = 100%; Group 8 = 0%
Contract No. 9865
Prefix: 34-1917 P.E.
Prefix: 9865

*Note: Utility adjustments are included in P.E. Project No. IX-27-2(5).

RLC:me

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	6

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State	Oregon
County	Washington
Project Number	IX-27-2(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 7, 1984, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 8,154,349	$ 8,188,493	
	6,299,418	6,328,441	(580)
Federal funds	$ 359,110	$ 359,110	(177)
	272,666	272,666	(178)
Other revisions			

This modification is made for the following reasons: To include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3RD day of JUN, 19 '87.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

~~fo~~ Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Ted Spence
Metro Region

DATE: May 27, 1987

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System

As indicated, I have requested obligation of additional federal funds from FHWA on federal-aid project number IX-27-2(17) Beaverton/Tigard Highway Interchange in the amount shown:

Current Obligation	Present Estimate	Increase
$6,960,217.00	$ 6,931,194.00	$ 29,023.00

Please arrange for updating of MSD's records to show this change.

RLC:bkb
Attach.
cc: G. Zehner, w/attach.
W. Schulte, w/attach.
General Files

81-125-1367

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 27, 1987

FEDERAL AID PROJECT NO. IX-27-2(17)

BEAVERTON/TIGARD HIGHWAY INTERCHANGE
SUNSET HIGHWAY
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
CHANNELIZATION (STA. 3162+51.22 TO STA. 3229+50)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Concrete Islands	CY	$ 125.00	28	$ 3,500.00	184	$ 23,000.00
Type "AA" & "BB" Signs in Place (PA #5A)	S.F.	22.45	3,166.7	71,092.42	3,819	85,736.55
				$ 74,592.42		$108,736.55

Increase	$ 34,144.13
Subtotal from estimate of Jan. 26, 1987	5,188,727.25
Subtotal	$5,222,871.38
Engineering	578,253.62
Total	$5,801,125.00

TYPE CODE X281
STRUCTURES
BEAVERTON/TIGARD HWY. O'XING #6980 (STA. L2 3191+61.5 TO STA. L2 3194+15.9)

Subtotal as on estimate of August 2, 1984 $1,337,051.00

TYPE X223
BARNES RD. CONNECTION U'XING #16637 (STA. BBT2)

Subtotal as on estimate of August 2, 1984 $ 403,465.00

TYPE SFTY
PARKWAY ST. PEDESTRIAN U'XING BR. #9607A

Subtotal as on estimate of August 2, 1984 $ 158,890.00

Subtotal	$1,899,406.00
Engineering	237,425.00
Total	$2,136,831.00

TYPE Y031
TRAFFIC SIGNALS (3 LOCATIONS)

Subtotal as on estimate of August 2, 1984 $ 193,500.00

RETAIN IN RESERVE

Total as on estimate of August 2, 1984 $ 57,037.00

Length of Project 0.00 mi.

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Channelization	178	$ 320,784.00	$ 272,666.00	$ 48,118.00
Channelization	580	5,057,858.00	4,299,179.00	758,679.00
Channelization	177	422,483.00	359,110.00	63,373.00
Structures	580	2,136,831.00	1,816,306.00	320,525.00
Traf. Signals	580	193,500.00	164,475.00	29,025.00
SUBTOTAL		$8,131,456.00	$ 6,911,736.00	$1,219,720.00
Reserve		57,037.00	48,481.00	8,556.00
Total		$8,188,493.00	$ 6,960,217.00	$1,228,276.00

Nonparticipating Work

State Responsibility for Damages All Required $ 5,000.00

Group 1 - 100%; Group 8 - 0%
Contract No. 9865
Prefix: 34-1917 P.E.
Prefix: C039865

* Note: Utility adjustments are included in P.E. project No. IX-27-2(5).

RLC:bkb

9745

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 3 - 120 + 121	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
PROJECT REPORT NUMBER	2-11-87	Project Number IX-27-2(17)
MODIFICATION NUMBER 5		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 7, 19 84.

is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 8,005,956	$ 8,154,349	
	6,173,284	6,299,418	(580)
Federal funds	$ 359,110	$ 359,110	(177)
	272,666	272,666	(178)
Other revisions			

This modification is made for the following reasons: To include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16TH day of MAR, 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 26, 1987

FEDERAL AID PROJECT NO. IX-27-2(17)

BEAVERTON/TIGARD HIGHWAY INTERCHANGE
SUNSET HIGHWAY
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
CHANNELIZATION (STA. 3162+51.22 TO STA. 3229+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Type "AA" & "BB" Signs in Place	$ 22.45	---	$ ---	3,166.70	$71,092.42
Temp. Conc. Barrier Reflec.	10.55	---	---	7,327	77,299.85

Increase	$ 148,392.27
Subtotal from estimate of Jan. 26, 1986	5,040,334.98
Subtotal	$5,188,727.25
Engineering	578,253.75
Total	$5,766,981.00

TYPE CODE X281
STRUCTURES
BEAVERTON/TIGARD HWY. O'XING #6980 (STA. L2 3191+61.5 TO STA. L2 3194+15.9)

Subtotal as on estimate of August 2, 1984	$1,337.051.00

TYPE CODE X223
BARNES RD. CONNECTION U'XINT #16637 (STA. BBT2)

Subtotal as on estimate of August 2, 1984	$ 403,465.00

TYPE CODE SFTY
PARKWAY ST. PEDESTRIAN U'XING BR. #9607A

Subtotal as on estimate of Aug. 2, 1984	$ 158,890.00
Subtotal	$1,899,406.00
Engineering	237,425.00
Total	$2,136,831.00

TYPE CODE Y031
TRAFFIC SIGNALS (3 LOCATIONS)

Total as on estiamte of August 2, 1984 $ 193,500.00

RETAIN IN RESERVE

Total as on estimate of August 2, 1984 $ 57,037.00

Length of Project mi.

SUMMARY OF FUNDS 85%

Description	Appn Code	Total Cost	Federal Funds	State Funds
Channelzation	178	$ 320,784.00	$ 272,666.00	$ 48,118.00
Channelization	580	5,023,714.00	4,270,156.00	753,558.00
Channelization	177	422,483.00	359,110.00	63,373.00
Structures	580	2,136,831.00	1,816,306.00	320,525.00
Traf. Signals	580	193,500.00	164,475.00	29,025.00
Subtotal		$ 8,097,312.00	$6,882.713.00	$1,214,599.00
Retain in Reserve		57,037.00	48,481.00	8,556.00
Total		$ 8,154,349.00	$6,931,194.00	$1,223,155.00

NONPARTICIPATING WORK

State Responsiblity for Damages All Required $ 5,000.00

Group 1 - 100%; Group 8 - 0%
Contract No. 9865
Prefix: 34-1917 P.E.
Prefix: C039865
RLC:bkb

*Note: Utility adjustments are included in the P.E. project No. IX-27-2(5).

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 9-50	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
MODIFICATION NUMBER 4		Project Number IX-27-2(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 7, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,685,172.00	$ 8,005,956.00
	6,173,284.00	6,173,284.00 (580)
Federal funds	$ 359,110.00	$ 359,110.00 (177)
	-0-	272,666.00 (178)
Other revisions		

This modification is made for the following reasons:

To include increase in constructions costs and construction engineering costs; and to add appn code 178 funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10TH day of SEP, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon August 26, 1986

Federal-Aid Project No. IX-27-2(17)

Beaverton/Tigard Highway Interchange
Sunset Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 3162+51.22 to Sta. 3229+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 9.00	1,248	$ 11,232.00	3,341	$ 30,069.00
Moving Temp. Concrete Barrier	3.00	4,075	12,225.00	5,163	15,489.00
Temp. Plastic Safety Markers	40.00	195	7,800.00	286	11,440.00
Class "B" Asphalt Concr. Mixture	15.00	10,100	151,500.00	10,453	156,795.00
Class "C" Asphalt Concr. Mixture	15.00	10,800	162,000.00	14,328	214,920.00
Asphalt Cement in Mixture	165.00	1,150	189,750.00	1,382	228,030.00
12-inch Storm Sewer Pipe	12.00	12,126	145,512.00	12,950	155,400.00
Concrete Barrier Standard	9.00	7,170	64,530.00	11,126	100,134.00
Concrete Barrier Non-Standard	45.00	1,065	47,925.00	1,545	69,525.00
Bedding Materials P.A. #9A	15.00	---	---	699	10,485.00
Ex. Unstable Material FA #1	---	---	---	---	19,694.18
Remove Perm. & Temp. Striping FA #3	---	---	30,000.00	---	55,000.00

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Constr. Type CG-2 Conc. Inlets FA #6	---	---	30,000.00	---	55,122.93
Exc. Unsuitable Material Below Subgrade FA #10	---	---	205,000.00	---	243,153.87
			$1,057,474.00		$1,365,257.98

Increase	$ 307,783.98
Subtotal from Estimate of January 8, 1986	4,732,551.00
Subtotal	$5,040,334.98
Engineering	578,253.02
Total	$5,618,588.00

Type Code X281
Structures
Beaverton/Tigard Hwy. O'xing #6980 (Sta. L2 3191+61.5 to Sta. L2 3194+15.9)

Total as on estimate of August 2, 1984 $1,337,051.00

Type Code X223
Barnes Rd. Connection U'xing #16637 (Sta. BBT2)

Total as on estimate of August 2, 1984 $ 403,465.00

Type Code SFTY
Parkway St. Pedestrian U'xing Br. #9607A

Total as on estimate of August 2, 1984 $2,136,831.00

Type Code Y031
Traffic Signals (3 locations)

Total as on estimate of August 2, 1984 $ 193,500.00

Retain in Reserve

Total as on estimate of August 2, 1984 $ 57,037.00

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
Channelization	178	$ 320,784.00	$ 272,666.00	$ 48,118.00
Channelization	580	4,875,321.00	4,144,022.00	731,299.00
Channelization	177	422,483.00	359,110.00	63,373.00
Structures	580	2,136,831.00	1,816,306.00	320,525.00
Traffic Signals	580	193,500.00	164,475.00	29,025.00
SUBTOTAL		$7,948,919.00	$6,756,579.00	$1,192,340.00
Retain in Reserve	580	57,037.00	48,481.00	8,556.00
TOTAL		$8,005,956.00	$6,805,060.00	$1,200,896.00

Nonparticipating Work

State Responsibility for Damages	All Required	$5,000.00

Group 1 = 100%; Group 8 = 0%
Contract No. 9865
Prefix: 34-1917 P.E.
Prefix: C09865

RLC:me

Note: Utility adjustments are included in the P.E. Project No. IX-27-2(5).

98.5

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 8-78 + 79

PROJECT REPORT NUMBER

MODIFICATION NUMBER 3

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8-12-86

State Oregon

County Washington

Project Number IX-27-2(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 7, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,661,622	$ 7,685,172
Federal funds	6,173,284 $ 339,093	6,173,284 (580) $ 359,110 (177)
Other revisions		

This modification is made for the following reasons: To include increase in construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12TH day of AUG, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XXXFor: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon August 6, 1986

Federal-Aid Project No. IX-27-2(17)

Beaverton/Tigard Highway Interchange
Sunset Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 3162+51.22 to Sta. 3229+50)

Subtotal as on estimate of January 8, 1986		$ 4,732,551.00
	Engineering	565,253.00
	Total	$ 5,297,804.00

Type Code X281
Structures
Beaverton/Tigard Hwy. O'xing #6980 (Sta. L2 3191+61.5 to Sta. L2 3194+15.9)

Total as on estimate of August 2, 1984	$ 1,337,051.00

Type Code X223
Barnes Rd. Connection U'xing #16637 (Sta. BBT2)

Total as on estimate of August 2, 1984	$ 403,465.00

Type Code SFTY
Parkway St. Pedestrian U'xing Br. #9607A

Total as on estimate of August 2, 1984	$ 2,136,831.00

Type Code Y031
Traffic Signals (3 Locations)

Total as on estimate of August 2, 1984	$ 193,500.00

Retain in Reserve

Total as on estimate of August 2, 1984 $ 57,037.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Channelization	580	$ 4,875,321.00	$ 4,144,022.00	$ 731,299.00
Channelization	177	422,483.00	359,110.00	63,373.00
Structures	580	2,136,831.00	1,816,306.00	320,525.00
Traffic Signals	580	193,500.00	164,475.00	29,025.00
Subtotal		$ 7,628,135.00	$ 6,483,913.00	$ 1,144,222.00
Retain in Reserve	580	57,037.00	48,481.00	8,556.00
Total		$ 7,685,172.00	$ 6,532,394.00	$ 1,152,778.00

Nonparticipating Work

State Responsibility for Damages All Required $ 5,000.00

Group 1 100%; Group 8 0%
Contract No. 9865
Prefix: 34-1917 P.E.
Prefix: C09865

Note: Utility adjustments are included in the P.E. project No. IX-27-2(5).

RLC:bkb

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State
MONTHLY TRANSACTION NUMBER 3-69-68	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NUMBER		County Washington
MODIFICATION NUMBER 2		Project Number IX-27-2(17)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 7, 19 84.

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,661.621	$ 7,661,622
Federal funds	6,512,377 $	6,173,284 (580) $ 339,093 (177)
Other revisions		

This modification is made for the following reasons: to decrease appn code 580 $339,093 and to increase appn code 177 in like amount. To utilize available appn code 177 funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10TH day of MAR, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon February 13, 1986

Federal-Aid Project No. IX-27-2(17)

Beaverton/Tigard Highway Interchange
Sunset Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 3162+51.22 to Sta. 3229+50)

Total as on estimate of January 8, 1986		$ 5,274,253.00
	Total	$ 5,274,253.00

Type Code X281
Structures
Beaverton/Tigard Hwy. O'xing #6980 (Sta. L2 3191+61.5 to Sta. L2 3194+15.9)

Total as on estimate of August 2, 1984	$ 1,337,051.00

Type Code X223
Barnes Rd. Connection U'xing #16637 (Sta. BBT2)

Total as on estimate of August 2, 1984	$ 403,465.00

Type Code SFTY
Parkway St. Pedestrian U'xing Br. #9607A

Total as on estimate of August 2, 1984	$ 2,136,831.00

Type Code Y031
Traffic Signals (3 Locations)

Total as on estimate of August 2, 1984	$ 193,500.00

Retain in Reserve

Total as on estimate of August 2, 1984 $ 57,037.00

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
Channelization	580	$ 4,875,321.00	$ 4,144,022.00	$ 731,299.00
Channelization	177	398,933.00	339,093.00	59,840.00
Structures	580	2,136,831.00	1,816,306.00	320,525.00
Traffic Signals	580	193,500.00	164,475.00	29,025.00
Subtotal		$ 7,604,585.00	$ 6,463,896.00	$1,140,689.00
Retain in Reserve	580	57,037.00	48,481.00	8,556.00
Total		$ 7,661,622.00	$ 6,512,377.00	$1,149,245.00

Nonparticipating Work

State Responsibility for Damages All Required $ 5,000.00

Group 1 100%; Group 8 0%
Contract No. 9865
Prefix: 34-1917 P.E.
Prefix: C09865
Note: Utility adjustments are included in the P.E. project No. IX-27-2(5).

RLC:bkb

[illegible]

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-91		State Oregon
PROJECT REPORT NUMBER		County Washington
MODIFICATION NUMBER 1		Project Number IX-27-2(17)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 7, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,262,689	$ 7,661,621
Federal funds	$ 6,173,284	$ 6,512,377
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14TH day of JAN, 19 86.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 8, 1986

FEDERAL AID PROJECT NO. IX-27-2(17)

BEAVERTON/TIGARD HIGHWAY INTERCHANGE
SUNSET HIGHWAY
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
CHANNELIZATION (STA. 3162+51.22 to STA. 3229+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 9.00	1,248	$11,232.00	2,684	$24,156.00
Temporary Concrete Barrier	10.00	5,250	52,500.00	7,500	75,000.00
Trench Excavation	4.00	7,823	31,292.00	9,000	36,000.00
Aggregate Base	8.00	2,400	19,200.00	8,500	68,000.00
Remove Perm & Temp Striping (FA #3)	---	---	---	---	30,000.00
Constr. Type CG-2 Conc. Inlets (FA #6)	---	---	---	---	30,000.00
Furn. Pipe Trench Backfill Material (FA #8)	---	---	---	---	45,000.00
Exc. Unsuitable Mat'l. Below Subgrade	---	---	---	---	205,000.00
			$114,224.00		$513,156.00

Increase	$ 398,932.00
Subtotal from estimate of Aug. 2, 1984	4,333,619.00
Subtotal	$4,732,551.00
Engineering	541,702.00
Total	$5,274,253.00

STRUCTURES
TYPE CODE X281
BEAVERTON/TIGARD HWY. O'XING #6980 (STA. L2 3191+61.5 to STA. L2 3194+15.9)

Subtotal as on estimate of August 2, 1984 $1,337,051.00

TYPE CODE X223
BARNES RD. CONNECTION U'XING #16637 (STA. BBT2)

Subtotal as on estimate of August 2, 1984 $ 403,465.00

TYPE CODE SFTY
PARKWAY ST. PEDESTRIAN U'XING BR. #9607A

Subtotal as on estimate of August 2, 1984		$ 158,890.00
Subtotal as on estimate of August 2, 1984		$1,899,406.00
	Engineering	237,425.00
	Total as on estimate of August 2, 1984	$2,136,831.00

TYPE CODE Y031
TRAFFIC SIGNALS (3 LOCATIONS)

Total as on estimate of August 2, 1984	$ 193,500.00

RETAIN IN RESERVE

Slide Correction	All Required		$ 10,000.00
Test Existing Electrical Circuits	All Required		700.00
Sound Wall	All Required		40,000.00
		Subtotal	$ 50,700.00
		Engineering	6,337.00
		Total	$ 57,037.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Fund
Channelization	$5,274,253.00	$4,483,115.00	$ 791,138.00
Structures	2,136,831.00	1,816,306.00	320,525.00
Traffic Signals	193,500.00	164,475.00	29,025.00
Subtotal	$7,604,584.00	$6,463,896.00	$1,140,688.00
Retain in Reserve	57,037.00	48,481.00	8,556.00
Participating Total	$7,661,621.00	$6,512,377.00	$1,149,244.00

Nonparticipating State Work

State Responsibility for Damages	All Required	$ 5,000.00

Appn Code: 580
Group 1 100%; Group 8 0%
Contract No. 9865
Prefix: 34-1917 P.E.
Prefix: C09865
Note: Utility adjustments are included in the P.E. project No. IX-27-2(5).

RLC:bkb

9865

STATE COPY

TO BE COMPLETED BY FHWA		STATE
8 98	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	Oregon
		Washington IX-27-2(17)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26, Junction SR 217 Beaverton/Tigard Highway Interchange

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-20-84	0.0
OTHER *(Specify)*		

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 7,262,689.00	$ 6,173,284.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator AUG 7 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 2, 1984

FEDERAL AID PROJECT NO. IX-27-2(17)

BEAVERTON/TIGARD HIGHWAY INTERCHANGE
SUNSET HIGHWAY
WASHINGTON COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
CHANNELIZATION (Sta. 3162+51.22 to Sta. 3229+50)

Furnishing Field Laboratory	Each	1	--	$ 5,000.00
Mobilization	--	All	--	550,000.00
Temporary Protection and Direction of Traffic	--	All	--	35,000.00
Temporary Signs	Sq. Ft.	1,248	9.00	11,232.00
Temporary Barricades	Each	62	60.00	3,720.00
Temporary Concrete Barrier	Lin. Ft.	5,250	10.00	52,500.00
Moving Temporary Concrete Barrier	Lin. Ft.	4,075	3.00	12,225.00
Temporary Plastic Safety Markers	Each	195	40.00	7,800.00
Oversize Advance Construction Signs	Each	2	3,500.00	7,000.00
Sequential Arrow Signs	Each	3	2,500.00	7,500.00
Flaggers	Hour	4,500	10.00	45,000.00
Removal of Structures and Obstructions	--	All	--	55,000.00
Ditch Excavation	Cu. Yd.	90	10.00	900.00
General Excavation	Cu. Yd.	235,000	3.00	705,000.00
Trench Excavation	Cu. Yd.	7,823	4.00	31,292.00
Finishing Roadbed and Slopes	--	All	--	55,000.00
Watering	M-Gal.	800	10.00	8,000.00
Aggregate Base	Ton	2,400	8.00	19,200.00
Treated Base Mixture	Ton	54,000	8.00	432,000.00
Cement in Treated Base Mixture	Ton	2,970	65.00	193,050.00
Class "B" Asphalt Concrete Mixture	Ton	10,100	15.00	151,500.00
Class "C" Asphalt Concrete Mixture	Ton	10,800	15.00	162,000.00
Asphalt Cement in Mixture	Ton	1,150	165.00	189,750.00
Hydrated Lime in Mixture	Ton	251	1.00	251.00
Asphalt in Tack Coat	Ton	33	200.00	6,600.00
12-inch Storm Sewer Pipe	Lin. Ft.	12,126	12.00	145,512.00

15-inch Storm Sewer Pipe	Lin. Ft.	1,628	15.00	24,420.00
18-inch Storm Sewer Pipe	Lin. Ft.	664	22.00	14,608.00
21-inch Storm Sewer Pipe	Lin. Ft.	344	24.00	8,256.00
Extra for Pipe Under Pavement	Lin. Ft.	2,677	10.00	26,770.00
Concrete Manholes	Each	30	1,100.00	33,000.00
Concrete Inlets, Type G	Each	20	400.00	8,000.00
Concrete Inlets, Type G-2	Each	73	400.00	29,200.00
Concrete Inlets, M-E	Each	2	1,500.00	3,000.00
8-inch Drain Pipe	Lin. Ft.	1,522	6.00	9,132.00
Drain Backfill Material	Cu. Yd.	131	30.00	3,930.00
Guard Rail, Type 2A	Lin. Ft.	50	12.00	600.00
Guard Rail Anchors, Type 1	Each	2	225.00	450.00
Rail End Pieces, Type "B"	Each	1	100.00	100.00
Rail End Pieces, Type "C"	Each	1	100.00	100.00
Rail End Pieces, Terminal Connector	Each	2	100.00	200.00
Concrete Walks	Sq. Yd.	3,400	9.00	30,600.00
Concrete Driveways	Sq. Yd.	70	16.00	1,120.00
Concrete Curbs	Lin. Ft.	25,200	3.10	78,120.00
Concrete Islands	Cu. Yd.	28	125.00	3,500.00
Extra for Asphalt Approaches	Each	2	175.00	350.00
Concrete Barrier, Standard	Lin. Ft.	7,170	9.00	64,530.00
Concrete Barrier, Non-Standard	Lin. Ft.	1,065	45.00	47,925.00
Impact Attenuator, G-R-E-A-T System	Each	2	20,000.00	40,000.00
Traffic Delineators, Type 2	Each	150	18.00	2,700.00
Traffic Delineators, Type 3	Each	100	20.00	2,000.00
Adjusting Manholes	Each	5	150.00	750.00
Seeding, Fertilizing and Mulching	Acre	16	500.00	8,000.00
Temporary Seeding, Fertilizing and Mulching	Acre	10	500.00	5,000.00
Shoring and Cribbing	Lump Sum	All	Lump Sum	55,000.00
Structure Excavation	Cu. Yd.	1,600	8.00	12,800.00
Special Wall Backfill	Cu. Yd.	884	12.00	10,608.00
Concrete in Walls	Cu. Yd.	504	212.00	106,848.00
Reinforcement in Walls	Lb.	32,900	0.40	13,160.00
CL6R, Modified, Chain Link Fence	Lin. Ft.	200	8.00	1,600.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	10,000.00
Wood Sign Posts	Lump Sum	All	Lump Sum	3,500.00
Sign Support Footings	Lump Sum	All	Lump Sum	99,500.00
Breakaway Sign Supports	Lump Sum	All	Lump Sum	2,000.00
Single Post Breakaway Sign Supports	Lump Sum	All	Lump Sum	400.00
Single Post Slip Base Sign Supports	Lump Sum	All	Lump Sum	7,000.00
Cantilever Sign Structure, Sta. "EB" 3181+00 Rt.	Lump Sum	All	Lump Sum	11,000.00

Cantilever Sign Structure, Sta. "L2" 3194+30 Rt.	Lump Sum	All	Lump Sum	9,000.00
Cantilever Sign Structure, Sta. "L2" 3207+75 Lt.	Lump Sum	All	Lump Sum	8,000.00
Cantilever Sign Structure, Sta. "L2" 3219+00 Lt.	Lump Sum	All	Lump Sum	9,000.00
Sign Bridge, Sta. "L2" 3204+00 Lt.	Lump Sum	All	Lump Sum	42,000.00
Sign Bridge, Sta. "L2" 3211+25 Lt.	Lump Sum	All	Lump Sum	31,000.00
Sign Bridge, Sta. "L2" 3227+00 Lt.	Lump Sum	All	Lump Sum	41,000.00
Cantilever Sign Structure, Sta. "BS2" 86+60 Rt.	Lump Sum	All	Lump Sum	13,000.00
Sign Bridge, Sta. "B3" 15+35	Lump Sum	All	Lump Sum	58,000.00
Sign Bridge, Sta. "BTB2" 86+25	Lump Sum	All	Lump Sum	33,000.00
Sign Bridge, Sta. "BTB2" 91+00	Lump Sum	All	Lump Sum	37,000.00
Structure Mounts	Lump Sum	All	Lump Sum	12,000.00
Signal Pole Mounts	Lump Sum	All	Lump Sum	1,500.00
Bridge Railing Sign Mount	Lump Sum	All	Lump Sum	1,000.00
Modify Existing Sign Bridges	Lump Sum	All	Lump Sum	18,000.00
Type "A" and "B" Signs in Place	Sq. Ft.	3,612	17.00	61,404.00
Type "C", "D", and "R" Signs in Place	Sq. Ft.	649	12.00	7,788.00
Type "EE" Signs in Place	Sq. Ft.	137	12.00	1,644.00
Type "H" and "I" Signs in Place	Sq. Ft.	93	12.00	1,116.00
Type "M" Signs in Place	Sq. Ft.	9	12.00	108.00
Move and Reinstall Existing Signs	Lump Sum	All	Lump Sum	1,000.00
Sign Illumination Equipment	Lump Sum	All	Lump Sum	18,500.00
Removal of Existing Illumination	Lump Sum	All	Lump Sum	3,000.00
Tower and Pole Foundations	Lump Sum	All	Lump Sum	11,000.00
Towers, Lowering Devices, Poles and Arms	Lump Sum	All	Lump Sum	60,800.00
Luminaires, Lamps and Ballasts	Lump Sum	All	Lump Sum	43,000.00
Switching, Conduit, Wiring, Etc.	Lump Sum	All	Lump Sum	108,000.00
				$ 4,302,669.00

ANTICIPATED ITMES

Permanent Pavement Striping	All Required	15,000.00
Temporary Pavement Striping	All Required	5,000.00
Remove Pavement Striping, Existing & Temporary	All Required	4,000.00
Temporary Erosion Control	All Required	5,000.00

On-The-Job Trainees (3 @ $800)			All Required	2,400.00
Credit for Manhole Adjustment (Unified Sewerage Agency)		3	150.00	(450.00)
				$ 30,950.00
			Subtotal	$ 4,333,619.00
			Engineering	541,702.00
			Total	$ 4,875,321.00

TYPE CODE X281

BEAVERTON/TIGARD HWY. O'XING Sta. #6980A (Sta. L^2 3191+61.5 to Sta. L^2 3194+15.9)

Bridge Removal Work	Lump Sum	All	Lump Sum	$ 90,000.00
Shoring and Cribbing	Lump Sum	All	Lump Sum	30,000.00
Structure Excavating	Cu. Yd.	2,823	7.00	19,761.00
Structure Excavation Below Elevations Shown	Cu. Yd.	280	10.00	2,800.00
Special Wall Backfill	Cu. Yd.	1,900	11.00	20,900.00
Special Structure Fill	Cu. Yd.	1,180	12.00	14,160.00
Structural Concrete, Class 3300 (1019 CY)	Lump Sum	All	Lump Sum	253,000.00
Structural Concrete, Class 4000 (200 CY)	Lump Sum	All	Lump Sum	60,000.00
Structural Concrete, Class 4500 (13 CY)	Lump Sum	All	Lump Sum	3,500.00
Reinforcement (180,700#)	Lump Sum	All	Lump Sum	72,000.00
Coated Reinforcement (170#)	Lump Sum	All	Lump	1,500.00
60'/65' Prestressed Box Beams	Each	11	5,000.00	55,000.00
65'/70' Prestressed Box Beams	Each	11	5,000.00	55,000.00
70'/75' Prestressed Box Beams	Each	11	6,000.00	66,000.00
85'/90' Prestressed Box Beams	Each	66	7,500.00	495,000.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	590	56.00	33,040.00
Two Tube Steel Railing	Lin. Ft.	597	40.00	23,880.00
Concrete Slope Paving	Sq. Yd.	670	28.00	18,760.00
Slope Paving Curbs	Lin. Ft.	90	15.00	1,350.00
Membrane Waterproofing	Sq. Yd.	3,635	5.00	18,175.00
1-inch Electrical Conduit	Lin. Ft.	340	5.00	1,700.00
1-1/4-inch Electrical Conduit	Lin. Ft.	305	5.00	1,525.00
				$ 1,337,051.50 00

TYPE CODE X223

BARNES RD. CONNECTION U'XING Sta. #16637 (Sta. BBT^2)

Structure Excavation	Cu. Yd.	1,671	9.00	15,039.00
Structure Excavation Below Elevations Shown	Cu. Yd.	158	10.00	1,580.00
Special Wall Backfill	Cu. Yd.	1,590	12.00	19,080.00
Special Structure Fill	Cu. Yd.	314	12.00	3,768.00

Structural Concrete Class 3300 (1162 CY)	Lump Sum	All	Lump Sum	255,000.00
Reinforcement (193,400#)	Lump Sum	All	Lump Sum	63,000.00
Reinforcement Concrete Bridge End Panels	Sq. Yd.	421	58.00	24,418.00
Waterproofing	Sq. Yd.	1,079	20.00	21,580.00
				$ 403,465.00

TYPE CODE SFTY
PARKWAY ST. PEDESTRIAN U'XING

Bridge Removal Work	Lump Sum	All	Lump Sum	$ 25,000.00

Bridge No. 9607A

Structure Excavation	Cu. Yd.	150	15.00	2,250.00
Structure Excavation Below Elevations Shown	Cu. Yd.	15	20.00	300.00
Special Wall Backfill	Cu. Yd.	45	20.00	900.00
Structural Concrete, Class 3300 (230 CY)	Lump Sum	All	Lump Sum	80,000.00
Reinforcement (56,100#)	Lump Sum	All	Lump Sum	22,400.00
Expansion Joint, Single Strip Seal	Lin. Ft.	23	250.00	5,750.00
Pedestrian Handrail	Lin. Ft.	534	35.00	18,690.00
Concrete Slope Paving	Sq. Yd.	53	30.00	1,590.00
Slope Paving Curbs	Lin. Ft.	134	15.00	2,010.00
				$ 158,890.00
			Subtotal	$ 1,899,406.00
			Engineering	237,425.00
			Total	$ 2,136,831.00

TYPE CODE Y031
TRAFFIC SIGNALS (3 LOCATIONS)

Traffic Signals

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	$ 158,000.00
Fire Pre-emption System, Complete	Lump Sum	All	Lump Sum	14,000.00
			Subtotal	$ 172,000.00
			Engineering	21,500.00
			Total	$ 193,500.00

Length of Project ------------ 0.0 mi

RETAIN IN RESERVE

Slide Correction	All Required	$	10,000.00
Test Existing Electrical Circuits	All Required		700.00
Sound Wall	All Required		40,000.00
	Subtotal	$	50,700.00
	Engineering		6,337.00
	Total	$	57,037.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds
Channelization	$4,875,321.00	$4,144,022.00	$ 731,299.00
Structures	2,136,831.00	1,816,306.00	320,525.00
Traffic Signals	193,500.00	164,475.00	29,025.00
Subtotal	$7,205,652.00	$6,124,803.00	$1,080,849.00
Retain In Reserve	57,037.00	48,481.00	8,556.00
Participating Total	$7,262,689.00	$6,173,284.00	$1,089,405.00
Nonparticipating Items	5,000.00	--	5,000.00
Grand Total	$7,267,689.00	$6,173,284.00	$1,094,405.00

Group 1: 100% Group 8: 0%
Contract No. 9865
Prefix: 34-1917 P.E.
34-1010
Note: Utility adjustments are included in the P.E. Project No. IX-27-2(5)

Nonparticipating State Work

State Responsibility for Damages	All Required	$	5,000.00

CL:me
WH:bkb

jc cc: OSHD (D. Forbes)

STATE COPY

#9,865

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

RECEIVED
STATE HWY ENGR
FEB 7 '90
ASSIGNED TO Husby
FOR

REGION NO. 10	REPORT NO. 9	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 1/22/90	REPORT MADE BY Christine Canham, Assistant Area Engineer		PROJECT NO. IX-27-2(17)
COMPLETION DATE (Actual) 8/20/86	ACCEPTANCE DATE BY CONRTACT AGENCY February 17, 1989	TIME ELAPSED 100 %	CONTRACT TIME 744 Calendar Days

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BEAVERTON - TIGARD INTERCHANGE
SUNSET HIGHWAY
Grading, Paving, Structure, Signing & Signals

This project provided for a complete reconstruction of the subject interchange. Three bridges, retaining walls and a soundwall were part of the project in addition to grading, paving, signing, illumination and signal work.

The construction contract was awarded on July 20, 1984 in the amount of $6,374,075 to Roadway Constructor's Corp. & R. A. Hatch Co. Work began on August 4, 1984 and was completed by August 20, 1986. The contractor used a total of 739 days to complete the project; 744 were allowed with time extensions.

Final cost of the bid items is within the original contract amount. However, deviations in individual bid items did occur. For example:

> Bid item #6 "Temporary Concrete Barrier" ($52,500) was deleted and replaced by a reflectorized barrier in P.A. #6.
>
> Bid item #18 "Aggregate Base" overran in quantity 350% ($47,085) due to an underestimation in quantities.

A more complete list of substantial over and underrun items is attached to the Division Office copy of this report.

The total final cost of the project is 13% over the original authorization amount. Anticipated items and items covered by the 37 price agreements and 18 Extra Work Orders accounted for the majority of the overrun. Those most accountable are noted here:

> A 464-foot extension was added to the soundwall adjacent to a neighborhood in the northeast quadrant of the interchange and cost $85,500 (PA #27). Extra Work Order (EWO) #3 covered temporary striping and removal which was anticipated at $9,000, but amounted to $55,000. Prudent traffic control during staging required more extensive

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Christine Canham		SIGNATURE John T. Price	
TITLE Assistant Area Engineer	DATE 2/5/90	TITLE District Engineer	DATE 2/6/90

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

use of the anticipated amount. Additional inlets were necessary to accommodate unforeseen drainage and was covered in EWO #6 ($57,000). EWO #8 provided for pipe backfill material and was for the amount of $44,800. Excavation (and backfill) below subgrade in roadbed excavation was extensively required to remove unsuitable material and provide for a stable roadbed. This EWO (#10), which was estimated at $5,000, amounted to $247,000.

The subject and resolution of claims submitted by the contractor and subcontractor, Douglas S. Coats, Inc. are as follows:

1. Unexpected solid rock excavation claim. Settled in the amount of $41,820 for prime contractor (PA #35) and $55,000 for subcontractor (PA #34).
2. Out-of-stage excavation claim. Settled in the amount of $63,183 for prime contractor (PA #35).

A final inspection of the project was made on August 20, 1986.

- CJC -

February 22, 1989

CON 5 - 9865

The American Insurance Co.
Attn: Fidelity & Surety Dept.
PO Box 3825
Portland, OR 97208

On May 31, 1988, we notified you that Contract No. 9865 with Roadway Constructors Corporation & R. A. Hatch Co. for work on the Beaverton-Tigard Highway Interchange of the Sunset Highway in Washington County had been accepted by the State Highway Division on May 11, 1988.

Our Construction Office now advises that this May 11, 1988, date has been rescinded and the new acceptance date is February 14, 1989.

Final payment in the amount of $189,677.99 will be payable to The American Insurance Company and mailed to c/o Robert L. O'Halloran, 1001 SW 5th Avenue, Portland, OR 97204 after February 27, 1989.

The total contract amount is $7,430,382.47 including $543,572.61 for work performed under force account.

You have been advised previously of claims filed, some of which have been paid.

Fran Neavoll
COMMISSION SERVICES

cc Roadway Constructors Corp. &
R. A. Hatch Co.
PO Box 6179
Bend, OR 97708

Corroon & Black
of Oregon
PO Box 8699
Portland, OR 97207

Robert L. O'Halloran
Attorney at Law
1001 SW 5th Avenue
Portland, OR 97204

bc Ken Husby
Tom Lulay
Hwy. Accounting
Don Adams

ASSIGNMENT OF FUNDS DUE UNDER CONTRACT

Highway Division Contract No. 9865

FOR THE CONSIDERATION OF One Dollar

($1.00 **) Dollars paid to** Roadway Constructors Corp. and R. A. Hatch Co., A Joint Venture
(Contractor)

said contractor does hereby sell, assign and transfer to: American Insurance Co.
Person or Company funds are assigned to (Assignee)

and authorize and empower said Assignee to act as agent for said contractor and in its name, place and stead, to verify said proceeds and to sign, receipt for and receive any warrant that may hereinafter be drawn on the Treasurer of the State of Oregon in payment of said proceeds, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the State's prior and superior claim in interest in and to said funds. And provided further that this assignment shall not in any way jeopardize the interest of persons furnishing labor or materials in connection with the performance of the contract, or which may in any way impair the funds available for such purposes, but any assignment of funds before the completion of the job and before all claims and debts incurred in the performance of the work had been paid shall be void as against the debts or claims incurred in connection with the performance of said work.

John Mitchell, TRUSTEE
Roadway Constructors Corp.
CONTRACTOR **J. [illegible] DASTUR** **DATE**

O.B. Jackmond
CONSENT BY THE HIGHWAY DIVISION
For **CONSTRUCTION ENGINEER**

11-22-88
DATE

R. A. Hatch Co.
CONTRACTOR **R. A. HATCH** **DATE**

American Insurance Co.
SURETY **DATE**

734-1204(5-87)

9865

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9865

TO: Manager
Commission Services

DATE: February 14, 1989

FROM: Donald E. Forbes
Donald E. Forbes
State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9865, On Site Work Substantially Completed August 20, 1986

All Work Completed February 17, 1988

Project Beaverton/Tigard Highway Interchange

Highway Sunset

County Washington

Type of Work Grade, Pave, Strs., Sign, Signals, and Illumination

Contractor Roadway Construction Corp. and R. A. Hatch Co.

BMW:sw

cc: Kenneth E. Husby
B. M. Walton
Don Wackerbarth
Ted Litchfield

CPC/FM2

Rescinds May 11, 1988 acceptance date

2/22/89
Surety Ltr. Wrttn.

RECEIVED
FEB 15 1989
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9865

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH

A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
TELECOPIER 503-222-5290
TELEPHONE 503-224-0055

795 CITIZENS BUILDING
975 OAK STREET
EUGENE, OREGON 97401
TELECOPIER 503-484-9779
TELEPHONE 503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

January 4, 1989

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Rose Abrahamson, Manager
Personal Banking Department
First Interstate Bank
Capital Center Branch
280 Liberty, N.E.
Salem, OR 97301

Re: Oregon State Highway Department/Roadway Construction Joint Retainage Account for OSHD Project 9865; Account No. 002-014543-2; The American Insurance Company Claim File No. H-864S-546573

Dear Ms. Abrahamson:

I represent The American Insurance Company, the surety for the prime contractor on OSHD Project 9865.

The purpose of this letter is to advise you that The American Insurance Company has received an assignment from the prime contractor of all contract proceeds, including the retainage currently held at First Interstate Bank in OSHD/Roadway Joint Account No. 002-014543-2.

Enclosed is a copy of the assignment which the OSHD has acknowledged and approved. You will, under separate cover, receive instructions from Oregon State Highway Department, Commission Services, instructing you that the project has been completed and formally accepted, and that the retainage may be released to The American as assignee of the contractor.

I request that the entire proceeds of this joint account be remitted to The American Insurance Company in my care at the address listed above. Should you have any questions regarding the assignment or the transmission of the account proceeds, please do not hesitate to contact me, or to contact Fran Neavoll at OSHD

Commission Services, telephone 378-6526.

Very truly yours,

Robert L. O'Halloran

RLO/me

Enclosure

cc: Martin E. Van Tassell
Fran Neavoll
John F. Bradach, Esq.

RECEIVED
JAN -5 1989
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Constrn
Hwy acctg.

ASSIGNMENT OF FUNDS DUE UNDER CONTRACT

Highway Division Contract No. 9865

FOR THE CONSIDERATION OF One Dollar

($1.00 **) Dollars paid to** Roadway Constructors Corp. and R. A. Hatch Co., A Joint Venture
(Contractor)

said contractor does hereby sell, assign and transfer to: American Insurance Co.
Person or Company funds are assigned to (Assignee)

and authorize and empower said Assignee to act as agent for said contractor and in its name, place and stead, to verify said proceeds and to sign, receipt for and receive any warrant that may hereinafter be drawn on the Treasurer of the State of Oregon in payment of said proceeds, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the State's prior and superior claim in interest in and to said funds. And provided further that this assignment shall not in any way jeopardize the interest of persons furnishing labor or materials in connection with the performance of the contract, or which may in any way impair the funds available for such purposes, but any assignment of funds before the completion of the job and before all claims and debts incurred in the performance of the work had been paid shall be void as against the debts or claims incurred in connection with the performance of said work.

C. B. Jackmond
CONSENT BY THE HIGHWAY DIVISION
For **CONSTRUCTION ENGINEER**

11-22-88
DATE

Roadway Constructors Corp.
John Mitchell, TRUSTEE
CONTRACTOR ~~**J. [illegible] DASTUR**~~ **DATE**

R. A. Hatch Co.
Robert Hatch
CONTRACTOR R. A. HATCH **DATE**

American Insurance Co.
Mark E. O'Connell Sr. Surety Claims Supervisor

734-1204(5-87)

November 29, 1988

CON 5 - 9865

Allen, Kilmer, Schrader, Yazbeck & Chenoweth
Attorneys at Law
1600 Orbanco Building
1001 S.W. Fifth Avenue
Portland, OR 97204

Attention: Robert L. O'Halloran

I am returning a signed copy of the Assignment of Funds form concerning Contract No. 9865 with Roadway Constructors Corporation and R. A. Hatch Co., A JV, for work on the Beaverton-Tigard Highway Interchange Section of the Sunset Highway.

As requested, all funds will be payable to The American Insurance Company and mailed to your attention at the above address.

Final payment will be released to The American Insurance Company after December 5, 1988. The final payment and total amount of the contract are being computed. When available, I will let you know the amounts.

Our Construction Office advises that payment for Price Agreement No. 34 was mailed on November 22, 1988.

If I can be of any further assistance, please give me a call.

Fran Neavoll
COMMISSION SERVICES

Attachment

cc: Roadway Constructors Corp. &
R. A. Hatch Co., A JV
P. O. Box 6179
Bend, OR 97708

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

NOTED ON CARD
slp 11-28-88

bc: Kenneth Husby Attn: Bryant Jackmond
Bruce Walton
Highway Acct. Attn: Beth
Don Adams

ASSIGNMENT OF FUNDS DUE UNDER CONTRACT

Highway Division Contract No. 9865

FOR THE CONSIDERATION OF One Dollar

($1.00 **) Dollars paid to** Roadway Constructors Corp. and R. A. Hatch Co., A Joint Venture
(Contractor)

said contractor does hereby sell, assign and transfer to: American Insurance Co.
Person or Company funds are assigned to (Assignee)

and authorize and empower said Assignee to act as agent for said contractor and in its name, place and stead, to verify said proceeds and to sign, receipt for and receive any warrant that may hereinafter be drawn on the Treasurer of the State of Oregon in payment of said proceeds, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the State's prior and superior claim in interest in and to said funds. And provided further that this assignment shall not in any way jeopardize the interest of persons furnishing labor or materials in connection with the performance of the contract, or which may in any way impair the funds available for such purposes, but any assignment of funds before the completion of the job and before all claims and debts incurred in the performance of the work had been paid shall be void as against the debts or claims incurred in connection with the performance of said work.

John Mitchell, TRUSTEE

C. B. Jackmond
CONSENT BY THE HIGHWAY DIVISION
For **CONSTRUCTION ENGINEER**

11-22-88
DATE

Roadway Constructors Corp.
CONTRACTOR J. H. DASTUR **DATE**

R. A. Hatch Co.
CONTRACTOR R. A. HATCH **DATE**

American Insurance Co.
SURETY **DATE**

734-1204(5-87)

RECEIVED
NOV 16 1988
ALLEN, KILMER, SCHRADER
YAZBECK & CHENOWETH

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
TELECOPIER 503-222-5290
TELEPHONE 503-224-0055

795 CITIZENS BUILDING
975 OAK STREET
EUGENE, OREGON 97401
TELECOPIER 503-484-9779
TELEPHONE 503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

November 18, 1988

Department of Transportation
Commission Services
Transportation Building
Salem, OR 97310

Attn: Fran Neavoll

Re: Roadway/Hatch Joint Venture; OSHD 9865; Assignment of Funds Due Under Contract; American Insurance Company Claim File H-864S-546573

Dear Ms. Neavoll:

Enclosed you will find the Assignment of Funds due under contract form with respect to OSHD Contract 9865 which has been executed on behalf of the Roadway/Hatch Joint Venture by Roadway Constructors Corporation, its bankruptcy trustee, R.A. Hatch Co., and by The American Insurance Company.

I would appreciate it if you could advise as to when the contract proceeds and retainage might be released now that the OSHD has received this executed Assignment form. When the funds are released, I request that they be released and made payable to The American Insurance Company and sent to my attention.

In addition, I would like to find out the status of Price Agreement No. 34 and whether that price agreement is near payment to Douglas Coats.

Thank you for your continued pleasant cooperation. If you have any questions or if I may be of assistance.

Very truly yours,

Bob O'H

Robert L. O'Halloran

11/21/88
Form to Bryant to sign

RLO/me
Enclosure
cc: Martin E. Van Tassell

RECEIVED
NOV 21 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation

HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.

CON 5
9865

RECEIVED
STATE HWY ENGR
NOV 25 '88
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DATE: November 25, 1988

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: For Kenneth E. Husby
Construction Engineer

SUBJECT: Transmittal of Claim Settlement
Beaverton/Tigard Highway Interchange
Douglas S. Coats, Inc. - Subcontractor
FAP No. IX-27-2(17)
Contract No. 9865
Price Agreement No. 34

Attached is a copy of Price Agreement No. 34 for all claims by Douglas S. Coats, Inc., a subcontractor on the above referenced project as assigned by the prime contractor R. A. Hatch/Roadway Constructors, a Joint Venture. A copy of the partial assignment and supporting data is included for your information.

This claim involves rock excavation encountered by the subcontractor in structural excavation for Bents 3 and 4 under Stage II and Stage III construction.

The Claim: Rock Excavation

The subcontractor is claiming increased direct and indirect costs resulting from the rock encountered in the excavation for Bents 3 and 4 at Bridge 6890. The subcontractor claims that information provided by the State at time of bidding indicated that the rock elevation would be at a lower elevation than actually encountered during construction according to the drill logs. The subcontractor had planned to excavate the footings for Bents 3 and 4 in two (2) days, but this work took seven (7) days due to the amount of rock excavation.

The increased costs for the rock excavation as submitted by the subcontractor for Bent 4 alone total $73,196 and include costs for direct labor, Coat's equipment rental, outside equipment rental, backhoe mobilization, and trucking costs.

Findings

The subcontractor did encounter rock at a higher elevation than was indicated on the plans and drill logs in the excavation of Bents 3 and 4. The drill holes were taken on either side of the Sunset Highway due to traffic constraints. The rock elevation increased (mounded) between these drill holes.

Entitlement is due to materially changed conditions from information provided to the subcontractor. A breakdown of the extra costs incurred as claimed and allowed follows:

Description/Location	Amount Claimed	Amount Allowed
Labor and Equipment/Bent 4 State II		$18,025.74
Labor and Equipment/Bent 3 Stage II		$ 7,515.40
Labor and Equipment/Bent 4 Stage III		$ 6,780.30
Labor and Equipment/Bent 4	$64,813.25	0.00
Outside Equipment Rental	$ 4,882.44	$10,912.99
Miscellaneous Costs	$ 3,500.00	$ 960.91
Subtotals	$73,195.69	$44,194.84
Interest Due	$ 0.00	$14,602.66
Totals	$73,195.69	$58,797.50

Resolution

Entitlement for actual expenses incurred ($44,194.84) plus interest due ($14,602.66) is $58,797.50. The subcontractor has signed Price Agreement No. 34 for settlement of all claims in the amount of $55,000.00. The prime contractor has assigned all his rights for this claim over to the subcontractor (see attached partial assignment).

We have determined it to be in the best public interest to settle this claim for $55,000. Your concurrence is requested with federal participation in this claim settlement in the amount of $46,750 (85 percent). This claim has been reviewed with Mr. William Kappus of your office.

Please contact this office if you need additional information.

KEH:SL:mk
Enclosure
cc: Bill Anhorn
Don Adams

9865

October 11, 1988

CON 5 - 9865

Allen, Kilmer, Schrader, Yazbeck & Chenoweth
Attorneys at Law
1600 Orbanco Building
1001 S.W. Fifth Avenue
Portland, OR 97204

Attention: Robert L. O'Halloran

I am forwarding your letter of October 7 and Partial Assignment concerning Contract No. 9865 with Roadway Constructors Corporation and R. A. Hatch Co. for the Beaverton-Tigard Highway Interchange Project to our Construction Office.

When the assignment form is completed, please return to me at 121 Transportation Building, Salem, OR 97310.

Fran Neavoll
COMMISSION SERVICES

bc: Kenneth Husby
Attn: Bryant Jackmond - Since this involved a Price Agreement, I think this is one you would handle. Let me know if this is not correct.

FKN:slp

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH

A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
TELECOPIER 503-222-5290
TELEPHONE 503-224-0055

795 CITIZENS BUILDING
975 OAK STREET
EUGENE, OREGON 97401
TELECOPIER 503-484-9779
TELEPHONE 503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

October 7, 1988

Fran Neavoll
Oregon Department of Transportation
Commission Services
121 Transportation Building
Salem, OR 97310

Re: Roadway/Hatch Joint Venture; OSHD Project 9865; Beaverton/Tigard Interchange; Douglas S. Coats Price Agreement 34; The American Insurance Co. Claim File H864S-546573 (Subfile 5)

Dear Ms. Neavoll:

As you know, I represent The American Insurance Company with respect to the bond given on this project and have earlier instructed that no funds be disbursed on this project without my approval on behalf of The American Insurance Company.

Enclosed you will find an original Partial Assignment executed on behalf of Roadway/Hatch Joint Venture and The American Insurance Company. The purpose of the Partial Assignment is to facilitate the processing and payment of the amounts negotiated between Douglas S. Coats, Inc. and the OSHD with respect to Price Agreement 34. The Partial Assignment and my authority to release funds relate only to the funds represented by Price Agreement 34.

Consistent with Mr. Gray's letter of September 21, copy enclosed, my authorization is effective only to the extent that the actual check representing the funds for Price Agreement 34 is delivered to me, as counsel for The American, pending further discussions with Douglas S. Coats.

not enclosed

I know that this relatively confusing, but should you have any questions please do not hesitate to contact me. With respect to

Fran Neavoll
October 8, 1988
Page - Two

---

assignment of the remaining contract balance and retainage to The American, I hope to have the formal executed Assignment form back to you in the near future.

Very truly yours,

Robert L. O'Halloran

Robert L. O'Halloran

RLO/me

Enclosure

cc: Arnold L. Gray
John F. Bradach
Allan C. Harwood
Martin E. Van Tassell

RECEIVED
OCT 10 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PARTIAL ASSIGNMENT

(OSHD NO. 9865, HWY 217)

THIS PARTIAL ASSIGNMENT is made and entered into this 20 day of July, 1988, ROADWAY CONSTRUCTORS CORP./R. A. HATCH COMPANY, a joint venture, ("Roadway/Hatch"), its surety, THE AMERICAN INSURANCE COMPANY ("American"), ROADWAY CONSTRUCTORS CORP. ("Roadway"), and R. A. HATCH COMPANY ("Hatch").

WHEREAS, Douglas S. Coats, Inc. ("Coats"), on the one hand, and Roadway/Hatch, American, Roadway and Hatch entered into a Partial Release and Settlement Agreement ("Agreement") dated March 5, 1987 in connection with the above-referenced project; and,

WHEREAS, the Agreement reserved Coats's claim for additional direct and impact costs resulting from unexpected rock conditions encountered beneath Bents 3 and 4, Stages 2 and 3 at Bridge 6980A ("Coats's Claim"); and,

WHEREAS, Exhibit A to the Agreement, also dated March 5, 1987 provided at Section 5 that Roadway/Hatch and American assigned to Coats for security purposes all their right, title and interest in Coats's Claim; and,

WHEREAS, Section 5 of said Exhibit A further provided that Roadway/Hatch and American agreed to execute all necessary documents to effectuate the agreements and to execute an Assignment regarding the claim and its proceeds; and, WHEREAS, Roadway/Hatch has a separate claim arising out of the same project which is in the process of being settled with the State under a separate Price Agreement ("Roadway/Hatch Claim").

NOW, THEREFORE, in consideration of the mutual promises contained herein, the parties agree as follows:

1. Roadway/Hatch and American, for valuable consideration, hereby sell, assign, transfer and set over unto Coats and its successors and assigns all their right, title and interest, including remedies, in and to Coats's Claim, as resolved by the $55,000 Price Agreement, attached as Exhibit 1, reached between Coats and the State.

2. Roadway/Hatch and American hereby authorize Coats to execute the attached Price Agreement, and direct the State to pay Coats's attorney, in trust for Coats, directly under the terms of that Price Agreement. This Partial Assignment does not affect Roadway/Hatch's Claim. Except as assigned herein, Roadway/Hatch and American waive all rights to claim additional compensation from the State in connection with Coats's Claim, including without limitation overhead and profit thereon.

IN WITNESS WHEREOF, the parties have executed this Partial Assignment and it is deemed effective as of the date first stated above.

ROADWAY CONSTRUCTORS CORP./
R. A. HATCH COMPANY, a
Joint Venture

By ____________________
Title President
for Roadway, Co-Venturer

By ____________________
Title Pres.
for Hatch, Co-Venturer

By John Mitchell
John Mitchell
Trustee-in-Bankruptcy for
Roadway Constructors Corp.,
Co-Venturer

THE AMERICAN INSURANCE COMPANY

By ____________________
Title Sr. Surety Claims Supervisor

ROADWAY CONSTRUCTORS CORP.

By ____________________
Title President

By John Mitchell
John Mitchell
Trustee-in-Bankruptcy for
Roadway Constructors Corp.

R.A. HATCH COMPANY

By ____________________
Title Pres.

9865

WEISS, DESCAMP & BOTTERI
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW
2300 U S BANCORP TOWER
111 S W FIFTH AVENUE
PORTLAND, OREGON 97204
TELEPHONE (503) 243-2300
TELECOPIER (503) 241-8014

ARNOLD L. GRAY

3150 FIRST INTERSTATE CENTER
SEATTLE, WASHINGTON 98104
TELEPHONE (206) 340-2554

September 21, 1988

Mr. Allan C. Harwood
Region Operations Engineer
ODOT, Highway Division, Region #1
9002 S.E. McLoughlin
Milwaukie, Oregon 97222

Re: Coats v. Roadway/Hatch; OSHD No. 9865;
Beaverton/Tigard Interchange

Dear Mr. Harwood:

Enclosed for processing is Price Agreement No. 34 in connection with the referenced project, signed by Douglas S. Coats. Please have the Price Agreement processed for payment as soon as possible.

By copy of this letter to Fran Neavoll, at Commission Services, I am instructing her to deliver the payment made under this Price Agreement to Mr. Robert O'Halloran, Esq., in Portland, Oregon. Although the check will be made payable to Weiss, DesCamp & Botteri, in trust for Douglas S. Coats, Inc., under the terms of the Price Agreement, the check itself must be held by Mr. O'Halloran pending further discussions between his client, Fireman's Fund, and my client, Douglas S. Coats, Inc.

Mr. O'Halloran is forwarding the executed Assignment relating to this Price Agreement directly to Fran Neavoll, with a copy to you.

Please contact me if you have any questions.

Yours truly,

Arnold L. Gray

ALG/bjt/0159i
Enclosure
cc w/encl: ✓Fran Neavoll
Robert L. O'Halloran, Esq.
John F. Bradach, Esq.
Douglas S. Coats, Inc.

RECEIVED
SEP 22 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no reply nec.

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION) Beaverton/Tigard Highway Interchange		CONTRACT NO. 9865
HIGHWAY Sunset	COUNTY Washington	
CONTRACTOR'S NAME AND ADDRESS Weiss, DesCamp & Botteri, in trust for Douglas S. Coats, Inc., as assignee of Roadway Construction Corp. and R.A. Hatch Co., AHV		F. A. PROJECT NO. IX-27-2 (17) PRICE AGREEMENT NO. 34

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

This Price Agreement represents full settlement of Douglas S. Coats, Inc. subcontract claim for increased direct and indirect costs resutling from rock excavation beneath bents 3 and 4, stages 2 and 3 at Bridge 6980, presented in Coats' claim letter dated August 8, 1986 and subsequent transmittals.

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
4034	Structural excavation claim settlement	All	L.S.	46,500.00	46,500.00
	Interest	All	L.S.	8,500.00	8,500.00

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 55,000.00

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

Payment under this agreement is full and complete compensation for all labor, material, euqipment, overhead and any other direct or indirect costs resulting from or associated with structural excavation beneath bents 3 & 4, stages 2 and 3 construction at Bridge 6980. This Price Agreement 34 does not affect the pending claim of the Roadway/Hatch Joint Venture, which is the subject of a seperate price agreement betweem the State and Roadway/Hatch.

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: Douglas S Coats — CONTRACTOR — 7/7/88 DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY — DATE

SUBMITTED BY PROJECT MANAGER — DATE

APPROVAL RECOMMENDED OR APPROVED BY REGION — DATE

NOTED OR APPROVED BY CONSTRUCTION — DATE

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

734-1169 (10-85)

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

CEIVED
STATE HWY ENGR
JUL 29 '88
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

In Reply Refer to
File No.:

DATE: July 28, 1988

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

D. R. ADAMS

CON 5
9865

FROM: For Kenneth E. Husby
Construction Engineer

SUBJECT: Transmittal of Claim Settlement
Beaverton-Tigard Interchange
R. A. Hatch Co. and Roadway Constructors, AJV
FAP No. IX-27-2(17)
Contract No. 9865
Price Agreement No. 35

Enclosed is fully executed Price Agreement No. 35 for $62,000 for settlement of all claims by R. A. Hatch Co. and Roadway Constructors, AJV, on the above pre-referenced project. A companion claim, (Price Agreement No. 34) filed separately by Douglas S. Coats, Inc., a subcontractor on this project, is undergoing review by this office and will be transmitted to you under separate cover.

This claim settlement is actually a two part claim involving Part A (rock excavation claim) and Part B (out-of-stage excavation claim). A brief explanation of the contractor's claims, our findings, and the resolutions follow. Supporting documentation is attached for your information.

PART A - ROCK EXCAVATION CLAIM

ITEM 1 Rock excavation between Bent Nos. 3 and 4

CLAIM: Contractor claims entitlement for rock encountered in "L" line excavation and subsequent additional costs in the difference of actual costs and anticipated costs in the amount of $71,708.00.

FINDINGS: Some entitlement due to design of structure and boring information that would encourage contractor to prepare bid on basis of no rock excavation between Bents 3 and 4.

RESOLUTION:	Excavation equipment hours allowed: 508.5		$ 32,853.56
	Trucking hours allowed: 611 hours		+21,996.00
	SUBTOTAL		54,849.56
	Less anticipated equipment costs		-23,000.00
	SUBTOTAL		31,849.56
	Blasting materials required for excavation		+ 943.00
	Labor (actual hours less anticipated hours)	$6,971.00	
	Labor markup in lieu of overhead	1,384.00	
			+ 8,355.00
	SUBTOTAL		$ 41,147.56
	TOTAL AMOUNT ALLOWED (unable to verify/check some days)		$ 35,100.00

ITEM 2 Rock excavation for 18-inch and 15-inch pipe

CLAIM: Contractor claims entitlement for rock encountered in laying an 18-inch pipe near Bent 4, and rock encountered in laying a 15-inch pipe from the detention pond to the west 98 feet. Contractor requests $20,639.00 as additional costs involved in the difference between actual costs and anticipated costs.

FINDINGS: The 18-inch pipe was in the vicinity of the rock encountered in Item 1 above and has some entitlement. The 15-inch pipe was in the vicinity of the detention pond (outfall) and could have been expected. No borings were taken in that vicinity, therefore the contractor could not assume that no rock would be encountered. No entitlement for the 15-inch pipe rock excavation.

RESOLUTION:	18-inch pipe		
	Equipment hours allowed: 144.5		$ 5,992.50
	Less anticipated equipment cost		- 2,000.00
	SUBTOTAL		$ 3,992.50
	Labor (actual hours less anticipated hours)	$ 2,272.50	
	Labor Markup in lieu of overhead	454.70	
			2,727.00
	TOTAL AMOUNT ALLOWED (18-inch pipe)		$ 6,719.50

ITEM 3 Rock Excavation Detention Pond

CLAIM: Contractor claims entitlement for rock excavation in detention pond when he interpreted plans to indicate silty sand and rock fragments. Additional costs incurred from anticipated costs are $69,624.00.

FINDINGS: As with the 15-inch pipe, Item 2 above, there were no bore holes in the vicinity of the detention pond and the contractor should not have been surprised to encounter rock. No entitlement allowed.

ITEM 4 Extended Job Supervision by Six Weeks

CLAIM: Contractor contends that additional rock excavation caused a delay and on-site overhead expenses should be allowed for a six-week period. Amount Claimed: $13,350.00.

FINDINGS: No entitlement since a line item for mark up has been included in the entitled extra costs for rock excavation in Items 1 and 2 above.

ITEM 5 Equipment Standby Time

CLAIM: This claim is for standby equipment held over through the winter to complete the excavation because of delays in out-of-staging excavation. Amount Claimed: $55,282.00.

FINDINGS: This item ties in with the out-of-staging claim (Part B) and is covered under Item 1, below, of that claim. No entitlement does not establish that equipment could not have been released the previous year.

PART B - OUT-OF-STAGE EXCAVATION CLAIM

ITEM 1 Standby on Equipment

CLAIM: Contractor claims that equipment was idle while awaiting areas to excavate due to out-of-stage construction. Amount Claimed: $82,360.00.

FINDINGS: As in Part A, Item 5, it is not established that equipment could not have been released the previous year. Nothing recommended.

ITEM 2 Night Excavation

CLAIM: Contractor claims lost productivity on night time operation due to not being able to haul across Barnes Road during the day time to accommodate out-of-stage excavation. Amount Claimed: $88,666.00

FINDINGS: The Special Provisions are silent to traffic considerations when hauling across Barnes Road. We recognize some reduction in productivity, but only to material hauled from detention pond as out-of-stage excavation and haul.

RESOLUTION: Allowed 100 percent for material hauled from detention pond for labor and equipment.

Allowed 50 percent for material hauled from detention pond and other areas (not Stage 1 areas where nothing was allowed).

Total equipment and labor costs (night excavation)		$ 93,509.00
Markup on labor (in lieu of overhead)		8,862.80
SUBTOTAL		$102,371.80
Allow 10 percent efficiency loss due to night work		10,237.18
Night work clean up (labor and equipment)	$7,657.50	
Allow 50 percent of night work clean up		3,828.75
Allow outside rental (lights) and materials		7,298.00
TOTAL ALLOWED FOR NIGHT WORK (out-of-stage excavation)		$ 21,363.93

ITEM 3 Extra Roadway Finishing Costs

CLAIM: Contractor claims that by using blasted rock material excavated from detention pond increased the costs for finishing roadbed and slopes from the anticipated costs for this work. Amount Claimed: $17,085.00.

FINDINGS: Nothing recommended since contractor should have anticipated rock material in detention pond excavation.

A brief recap of all items of Part A and B follows:

Part A:	Item	Amount Claimed	Amount Recommended (allowed)
1.	Rock Exc. Bents 3 & 4	$ 71,708.00	$35,100.00
2.	15-in. & 18-in. pipe exc.	20,639.00	6,719.00
3.	Rock Exc. Dent. Pond	69,624.00	0.00
4.	Extended supervision	13,350.00	0.00
5.	Equipment Standby	55,282.00	0.00
	SUBTOTAL	$230,603.00	$41,819.50
Part B:			
1.	Idle Equipment	$ 82,360.00	$ 0.00
2.	Night Excavation	88,666.00	21,363.93
3.	Extra Finishing	17,085.00	0.00
	SUBTOTAL	$188,111.00	$21,363.93
GRAND TOTAL OF ALL CLAIMS		$418,714.00	$63,183.43

Price Agreement No. 35 Settlement
(includes interest amount of $8,100.00): $62,000.00

We are requesting your concurrence and federal participation in this claim settlement in the amount of $52,700.00 (85 percent).

Please contact this office should you need additional information.

SL:hh

Attachments

cc: Don Adams
Al Harwood w/attach.

OREG'N DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

011

PROJECT NAME (SECTION) Beaverton - Tigard Interchange		CONTRACT NO. 9865
HIGHWAY Sunset	COUNTY Washington	PREFIX C09865
CONTRACTOR'S NAME AND ADDRESS R.A. Hatch Co. & Roadway Const. AJV		F. A. PROJECT NO. IX-27-2(17) PRICE AGREEMENT NO. 35

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Settlement of claims referred to as "Out of stage construction" and "Rock excavation"

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
4035A	Claim Settlement	All	Lump Sum	53,900.00	53,900.00
4035B	Interest	All	Lump Sum	8,100.00	8,100.00

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 62,000.00

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

Settlement in full of claims submitted by R.A. Hatch described in letters dated January 21, 1986 and November 17, 1986. This Price Agreement, along with Price Agreement #34, is settlement of all claims on this project.

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: CONTRACTOR DATE 6/21/88

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

SUBMITTED BY PROJECT MANAGER Robert Heard DATE 6-21-88

APPROVAL RECOMMENDED ~~OR APPROVED~~ BY REGION DATE 6-21-88

~~NOTED OR~~ APPROVED BY CONSTRUCTION DATE 6-22-88

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION): Beaverton-Tigard Highway Interchange

CONTRACT NO.: C09865

HIGHWAY: Sunset

COUNTY: Washington

NET EFFECT OF ORDER ON PROJECT INCREASE ~~DECREASE~~ $62,000.00

PROJECT AUTHORIZATION: $7,983,454

EST. PROJECT COST WITH ORDER: $ 8,272,524

OVERRUN: 3.6 %

F.A. PROJECT NO.: IX-27-2(17)

ESTIMATED STARTING DATE*: OR DATE WORK WAS STARTED*:

WORK OR CHANGE IS SUBSTANTIAL? ☒ YES ☐ NO

TO ACCOMPANY (ORDER TYPE AND NUMBER): PA# 35

SUBMITTED TO REGION BY PROJECT MANAGER (SIGN): Robert Heard DATE: 6-21-88 FOR ☑ REVIEW ☐ APPROVAL

SUBMITTED TO CONSTRUCTION BY REGION (SIGN): DATE: FOR ☐ REVIEW ☐ APPROVAL

WORK OR CHANGE HAS BEEN DISCUSSED WITH—

Al Harwood	BY Robert Heard	DATE Various
O.B. Jackmond	BY Al Harwood	DATE Various
	BY	DATE
	BY	DATE

APPROVAL TO PROCEED WITH THE WORK OR CHANGE HAS BEEN OBTAINED FROM*—

	BY	DATE
	BY	DATE
	BY	DATE

WORK OR CHANGE HAS BEEN DISCUSSED WITH FHWA— William Kappas BY Al Harwood DATE Various

FHWA TENTATIVE APPROVAL OBTAINED FROM— William Kappas BY Al Haewood DATE

FOR "PRICE AGREEMENTS" THAT CHANGE A CONTRACT PRICE OR DETERMINE A NEW PRICE —

"COST ESTIMATE," FORM 734-1877, IS ATTACHED: ☐ YES

"COST ESTIMATE," FORM 734-1877, IS APPROVED BY REGION: ☐ YES ☐ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Group or Technical Services Section): BY DATE

APPROVAL OF COSTS OBTAINED FROM (Construction Cost Group or Technical Services Section): BY DATE

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that have Agreed to Share the Costs; Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents, Including Estimates of Costs for "Extra Work Orders" and "State Force Orders".)—

This change order is written to compensate the contractor for claims submitted on 1-21-86 and 11-17-86 (Out of stage construction and rock excavation).

Approval recommended
see attached sheet for justification
Al Harwood

☐ CONTINUED ON ADDITIONAL SHEET(S)

* EXCEPT IN EMERGENCY SITUATIONS, THE WORK OR CHANGE MAY NOT PROCEED WITHOUT PROPER PRIOR APPROVAL(S).

734-1882 (REV. 10-85)

Submit Original to Construction Section

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Ted Spence
Region 1

DATE: June 22, 1988

FROM: Cam Gilmour, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System
IX-27-2(17)
Beaverton-Tigard Highway Interchange Section
Sunset Highway
Washington County

I have requested obligation of additional federal funds from FHWA on the above federal-aid project in the amount shown:

Previous Obligation	New Obligation	Increase
$6,991,888	$7,005,628	$13,740

Please arrange for updating of MSD's records to show this change.

DDB:bkw
cc: Gary Zehner, w/attach.
Wayne Schulte, w/attach.
General Files

FILED
1988 MAY 31 PM 4:58

CIRCUIT COURT OF OREGON

WASHINGTON COUNTY

STATE OF OREGON, by and
through its Department of
Transportation,

Plaintiff,

v.

J. PETERKORT & COMPANY, an
Oregon limited partnership;
ALBERT PETERKORT, and
MARY ANNE PETERKORT, husband
and wife; JOSEPH
PETERKORT, JR., and
GLADYS PETERKORT, husband
and wife,

Defendants.

No. 84-0616C

STIPULATED FINAL JUDGMENT

The above-entitled matter having come on regularly upon stipulation of the parties, plaintiff appearing by and through Robert A. Petersen of its attorneys and defendants appearing by and through DeMar L. Batchelor and Richard C. Bemis, of their attorneys; and

It appearing to the court and the court now finds that the acquisition described in Paragraph III of plaintiff's Complaint on file herein is necessary for public use; and

It appearing to the court and the court now finds that the plaintiff, prior to the commencement of this action and pursuant to its resolution, attempted to acquire said real property by agreement and purchase, but was unable to do so; and

///

///

NOTED
SHE'S OFFICE

1 - files
1 - [illegible]

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STATE HWY ENGR
JUN 3 '88
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

It appearing to the court from the records and files herein and the stipulation of the parties that the sum to be awarded to the defendant for the appropriation of the property hereinafter described is the sum of $1,858,100, and

It further appearing to the court that plaintiff, on May 30, 1984 and June 12, 1984 deposited with the clerk of this court the sum of $1,608,100 for the use and benefit of the defendant; and

It further appearing that plaintiff has deposited with the clerk of this court the balance of the amount for the appropriation which is over and above the $1,608,100 heretofore deposited, to wit: the sum of $250,000 and that plaintiff is now entitled to judgment, appropriating the acquisition hereinafter described, to the State of Oregon, by and through its Department of Transportation, free and clear of all liens and encumbrances except as hereinafter provided; now, therefore,

IT IS HEREBY ORDERED, ADJUDGED AND DECREED by this court as follows:

1.

That the acquisition hereinafter described be, and the same hereby is, appropriated for public purposes; and title to said acquisition, together with all rights and easements therein, be, and the same hereby is vested in the State of Oregon, by and through its Department of Transportation, free and clear of all and encumbrances, except as herein provided. Said acquisition so appropriated is described as follows:

(R-52902)

Title in fee simple to the following described real property for right of way purposes including its use for an interchange:

PARCEL 1

A parcel of land lying in the SW¼ of Section 2, Township 1 South, Range 1 West, W.M., Washington County, Oregon and being a portion of that property described in that deed to Albert and Mary Anne Peterkort, recorded in Book 389, Page 676, Deed Records of Washington County; the said parcel being that portion of said property lying Southeasterly of the following described line:

Beginning at a point opposite and 54 feet Northwesterly of Engineer's Station "BTS2" 79+74.04 on the "BTS2" center line; thence Northeasterly parallel with said center line to a point opposite and 54 feet Northwesterly of Engineer's Station "BTS2" 80+86.31, said point also being opposite and 42 feet Northwesterly of Engineer's Station "BS2" 80+86.31 on the "BS2" center line; thence Northeasterly parallel with said last mentioned center line to a point opposite Engineer's Station "BS2" 85+00 on said last mentioned center line.

The "BTS2" center line referred to herein is described as follows:

Beginning at Engineer's center line Station "BTS2" 71+98.63, said station being 919.29 feet South and 493.23 feet East of the West quarter corner of said Section 2; thence South 63° 14' 07" East 231.23 feet; thence on a spiral curve left (the long chord of which bears South 65° 19' 07" East 99.95 feet) 100 feet; thence on a 458.37 foot radius curve left (the long chord of which bears North 82° 45'

11.5" East 427.01 feet) 444.18 feet; thence on a spiral curve left (the long chord of which bears North 50° 49' 30" East 99.95 feet) 100 feet; thence North 48° 44' 30" East 12.27 feet to Engineer's center line Station "BTS2" 80+86.31.

The "BS2" center line referred to herein is described as follows:

Beginning at Engineer's center line Station "BS2" 80+86.31, said station being 931.06 feet South and 1292.89 feet East of the West quarter corner of said Section 2; thence North 48° 44' 30" East 125.50 feet; thence on a spiral curve right (the long chord of which bears North 50° 24' 30" East 99.97 feet) 100 feet; thence on a 572.96 foot radius curve right (the long chord of which bears North 88° 02' 45" East 645.82 feet) 686.08 feet to Engineer's center line Station "BS2" 89+97.89.

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 2.4 acres, more or less.

A permanent easement across the following described real property for the purpose of constructing, maintaining and repairing the slopes of cuts or fills occasioned by or resulting from the project. Since fee simple title is not being acquired, any use may be made of the real property provided that such use shall not interfere with the purpose of this easement. The real property affected by this easement is described as follows:

PARCEL 2

A parcel of land lying in the SW¼ of Section 2, Township 1 South, Range 1 West, W.M., Washington County, Oregon and being a portion of that property described in that deed to Albert and Mary Anne Peterkort, recorded in Book 389, Page 676, Deed Records of Washington County; the said parcel being that portion of said property lying Northwesterly of Parcel 1 and Southeasterly of the following described line:

Beginning at a point opposite and 50 feet Northwesterly of Engineer's Station "BTS2" 79+00 on the "BTS2" center line; thence Northeasterly in a straight line to a point opposite and 65 feet Northwesterly of Engineer's Station "BS2" 82+11.81 on the "BS2" center line; thence Northeasterly in a straight line to a point opposite and 75 feet Northwesterly of Engineer's Station "BS2" 84+00 on said last mentioned center line; thence Northeasterly in a straight line to a point opposite and 90 feet Northwesterly of Engineer's Station "BS2" 85+00 on said last mentioned center line.

The center lines referred to herein are described in Parcel 1.

The parcel of land to which this description applies contains 0.22 acre, more or less.

A permanent easement across the following described real property for the purpose of constructing and maintaining a service roadway in connection with the project. Since fee simple title is not being acquired, any use may be made of the real property provided that such use shall not interfere with the purpose of this easement. The real property affected by this easement is described as follows:

PARCEL 3

A parcel of land lying in the SW 1/4 of Section 2, Township 1 South, Range 1 West, W.M., Washington County, Oregon and being a portion of that property described in that deed to Albert and Mary Anne Peterkort, recorded in Book 389, Page 676, Deed Records of Washington County; the said parcel being that portion of said property included in a strip of land variable in width, lying on each side of the center line of an Access Road which center line is described as follows:

Beginning at Engineer's center line Station "FB" 10+00, said station being

676.38 feet South and 1866.35 feet East of the West quarter corner of said Section 2; thence North 28° 05' 30" West 114.44 feet; thence on a 65 foot radius curve left (the long chord of which bears North 70° 16' 08.5" West 87.29 feet) 95.70 feet; thence South 67° 33' 13" West 141.02 feet; thence South 60° 16' 32" West 117.82 feet; thence South 51° 27' 59" West 250.58 feet; thence on a 65 foot radius curve right (the long chord of which bears North 70° 12' 14" West 110.64 feet) 132.35 feet; thence North 11° 52' 27" West 98.09 feet to Engineer's center line Station "FB" 19+50.

The widths in feet of the strip of land above referred to are as follows:

Station to	Station	Width on Northwesterly Side of Center Line	Width on Southeasterly Side of Center Line
"FB"12+10.14	"FB"13+51.16	25 in a straight line to 20	25 in a straight line to 20
"FB"13+51.16	"FB"16+50	20	20
"FB"16+50	"FB"17+19.56	20 in a straight line to 25	20 in a straight line to 25
"FB"17+19.56	"FB"17+80	25	25 in a straight line to 40

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 0.34 acre, more or less.

All rights of access of every nature to the right of way of the highway project, including the Beaverton-Tigard Highway/Sunset Highway interchange and the relocated Barnes Road; provided, however, that there shall be reserved for service of the remaining land the following:

Rights of access to a service roadway to be constructed in part on Parcel 3 on the Northerly side of the Interchange between Highway Engineer's center line Stations "BS2" 81+50 and "BS2" 87+38 where it connects with relocated Barnes Road and the Beaverton-Tigard/Sunset Highway Interchange.

And further provided that there shall be no restriction of access to the area described as Parcel 2.

(R-52876)

Title in fee simple to the following described real property for right of way purposes:

PARCEL 1

A parcel of land lying in the SW¼ of Section 2, Township 1 South, Range 1 West, W.M., Washington County, Oregon and being a portion of that property described in that deed to Gladys Peterkort, recorded in Book 389, Page 670, Deed Records of Washington County; the said parcel being that portion of said property included in a strip of land variable in width, lying on the Northwesterly side of the "BTS2" center line which center line is described as follows:

Beginning at Engineer's center line Station "BTS2" 71+98.63, said station being 919.29 feet South and 493.23 feet East of the West quarter corner of said Section 2; thence South 63° 14' 07" East 231.23 feet; thence on a spiral curve left (the long chord of which bears South 65° 19' 07" East 99.95 feet) 100 feet; thence on a 458.37 foot radius curve left (the long chord of which bears North 82° 45' 11.5" East 427.01 feet) 444.18 feet; thence on a spiral curve left (the long chord of which bears North 50° 49' 30" East 99.95 feet) 100 feet; thence North 48° 44' 30" East 12.27 feet to Engineer's center line Station "BTS2" 80+86.31.

The widths in feet of the strip of land above referred to are as follows:

Station to	Station	Width on Northwesterly Side of Center Line
"BTS2"78+00	"BTS2"79+00	50 in a straight line to 52
"BTS2"79+00	"BTS2"79+74.04	52 in a straight line to 54
"BTS2"79+74.04	"BTS2"80+74.04	54

ALSO that portion of said property lying Southeasterly of said center line.

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 0.55 acre, more or less, outside of the existing right of way.

A permanent easement across the following described real property for the purpose of constructing, maintaining and repairing the slopes of cuts or fills occasioned by or resulting from the project. Since fee simple title is not being acquired, any use may be made of the real property provided that such use shall not interfere with the purpose of this easement. The real property affected by this easement is described as follows:

PARCEL 2

A parcel of land lying in the SW¼ of Section 2, Township 1 South, Range 1 West, W.M., Washington County, Oregon and being a portion of that property described in that deed to Gladys Peterkort, recorded in Book 389, Page 670, Deed Records of Washington County; the said parcel being that portion of said property lying Northerly of Parcel 1 and Southeasterly of the following described line:

Beginning at a point opposite and 50 feet Northwesterly of Engineer's Station "BTS2" 78+00 on the "BTS2" center line described in Parcel 1; thence Northeasterly parallel with said center line to a point opposite Engineer's Station "BTS2" 79+00 on said center line; thence Northeasterly in a straight line to a point opposite and 65 feet Northwesterly of Engineer's Station "BS2" 82+11.81 on the "BS2" center line which last mentioned center line is described as follows:

Beginning at Engineer's center line Station "BS2" 80+86.31, said station being 931.05 feet South and 1292.9 feet East of the West quarter corner of said Section 2; thence North 48° 44' 30" East 125.49 feet to Engineer's center line Station "BS2" 82+11.80.

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 50 square feet, more or less.

All rights of access of every nature to the right of way of the highway project, except that there shall be no restriction of access to the area described as Parcel 2.

(R-52875)

Title in fee simple to the following described real property for right of way purposes including its use for an interchange:

PARCEL 1

A parcel of land lying in the SW¼ of Section 2, Township 1 South, Range 1 West, W.M., Washington County, Oregon and being a portion of that property described in those deeds to J. Peterkort and Company, recorded in Book 343, Page 193; Book 397, Page 609; Book 398, Page 711 and in Book 388, Page 416, all of Deed Records of Washington County; the said parcel being that portion of said property lying Easterly of a line at right angles to the center line of the Sunset Highway (formerly the Wolf Creek Highway) at Engineer's Station 3177+75 and Southerly of the following described line:

Beginning at a point opposite and 50 feet Northerly of said Engineer's Station 3177+75 on said center line; thence Easterly in a straight line to a point opposite and 42 feet Northerly of Engineer's Station "BTS2" 71+98.63 on the "BTS2" center line; thence Easterly parallel with said last mentioned center line to a point opposite Engineer's Station "BTS2" 75+29.86 on said last mentioned center line; thence Easterly in a straight line to a point opposite and 44 feet Northerly of Engineer's Station "BTS2" 76+00 on said last mentioned center line; thence Easterly in a straight line to a point opposite and 47 feet Northerly of Engineer's Station "BTS2" 77+00 on said last mentioned center line; thence Easterly in a straight line to a point opposite and 50 feet Northerly of Engineer's Station "BTS2" 78+00 on said last mentioned center line; thence Easterly in a straight line to a point opposite and 52 feet Northerly of Engineer's Station "BTS2" 79+00 on said last mentioned center line; thence Easterly in a straight line to a point opposite and 54 feet Northerly of Engineer's Station "BTS2" 79+74.04 on said last mentioned center line; thence Easterly parallel with said last mentioned center line to a point opposite Engineer's Station "BTS2" 80+86.31 on said last mentioned center line, said point also being opposite and 42 feet Northerly of Engineer's Station "BS2" 80+86.31 on the "BS2" center line; thence Easterly parallel with said last mentioned center line to a point opposite Engineer's Station "BS2" 90+97.89, said point also being opposite and 50 feet Northerly of Engineer's Station "B3" 12+94.00 on the "B3" center line; thence Easterly parallel with said last mentioned center line to the Easterly line of said property.

The center line of the Sunset Highway referred to herein is described in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 160, Page 347, Deed Records of Washington County.

The "BTS2" center line referred to herein is described as follows:

Beginning at Engineer's center line Station "BTS2" 71+98.63, said station being 919.29 feet South and 493.23 feet East of the West quarter corner of said Section 2; thence South 63° 14' 07" East 231.23 feet; thence on a spiral curve left (the long chord of which bears South 65° 19' 07" East 99.95 feet) 100 feet; thence on a 458.37 foot radius curve left (the long chord of which bears North 82° 45' 11.5" East 427.01 feet) 444.18 feet; thence on a spiral curve left (the long chord of which bears North 50° 49' 30" East 99.95 feet) 100 feet; thence North 48° 44' 30" East 12.27 feet to Engineer's center line Station "BTS2" 80+86.31.

The "BS2" center line referred to herein is described as follows:

Beginning at Engineer's center line Station "BS2" 80+86.31, said station being 931.06 feet South and 1292.89 feet East of the West quarter corner of said Section 2; thence North 48° 44' 30" East 125.50 feet; thence on a spiral curve right (the long chord of which bears North 50° 24' 30" East 99.97 feet) 100 feet; thence on a 572.96 foot radius curve right (the long chord of which bears North 88° 02' 45" East 645.82 feet) 686.08 feet; thence on a spiral curve right (the long chord of which bears South 54° 19' 00" East 99.97 feet) 100 feet to Engineer's center line Station "BS2" 90+97.89.

The "B3" center line referred to herein is described as follows:

Beginning at Engineer's center line Station "B3" 12+94.00, said station being 826.22 feet South and 2186.08 feet East of the West quarter corner of said Section 2; thence South 52° 39' 00" East 584.55 feet to Engineer's center line Station "B3" 18+78.55.

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 11.1 acres, more or less, outside of the existing right of way.

A permanent easement across the following described real property for the purpose of constructing, maintaining and repairing the slopes of cuts or fills occasioned by or resulting from the project. Since fee simple title is not being acquired, any use may be made of the real property provided that such use shall not interfere with the purpose of this easement. The real property affected by this easement is described as follows:

PARCEL 2

A parcel of land lying in the SW¼ of Section 2, Township 1 South, Range 1 West, W.M., Washington County, Oregon and being a portion of that property described in those deeds to J. Peterkort and Company, recorded in Book 343, Page 193; Book 397, Page 609; Book 398, Page 711 and in Book 388, Page 416, all of Deed Records of Washington County; the said parcel being that portion of said property lying Easterly of a line at right angles to the "BTS2" center line at Engineer's Station "BTS2" 79+00; Northerly of Parcel 1 and Southerly of the following described line:

Beginning at a point opposite and 50 feet Northerly of said Engineer's Station "BTS2" 79+00; thence Northeasterly in a straight line to a point opposite and 65 feet Northerly of Engineer's Station "BS2" 82+11.81 on the "BS2" center line; thence Northeasterly in a straight line to a point opposite and 75 feet Northerly of Engineer's Station "BS2" 84+00 on said last mentioned center line; thence Easterly in a straight line to a point opposite and 90 feet Northerly of Engineer's Station "BS2" 85+00 on said last mentioned center line; thence Easterly parallel with said last mentioned center line to a point opposite Engineer's Station "BS2" 89+97.89; thence Southeasterly in a straight line to a point opposite and 60 feet Northerly of Engineer's Station "B3" 14+00 on the "B3" center line; thence Southeasterly in a straight line to a point opposite and 80 feet Northerly of Engineer's Station "B3" 15+00 on said last mentioned center line; thence Southeasterly parallel with said last mentioned center line to the Easterly line of said property.

The center lines referred to herein are described in Parcel 1.

The parcel of land to which this description applies contains 1.05 acres, more or less.

A permanent easement across the following described real property for the purpose of constructing and maintaining a service roadway in connection with the project. Since fee simple title is not being acquired, any use may be made of the real property provided that such use shall not interfere with the purpose of this easement. The real property affected by this easement is described as follows:

PARCEL 3

A parcel of land lying in the SW¼ of Section 2, Township 1 South, Range 1 West, W.M., Washington County, Oregon and being a portion of that property described in those deeds to J. Peterkort and Company, recorded in Book 343, Page 193 and Book 397, Page 609, Deed Records of Washington County; the said parcel being that portion of said property lying Easterly of that property described in that deed to Albert and Mary Anne Peterkort, recorded in Book 389, Page 676; Northerly of Parcel 1 and included in a strip of land variable in width, lying on each side of the center line of an Access Road which center line is described as follows:

Beginning at Engineer's center line Station "FB" 10+00, said station being 676.38 feet South and 1866.35 feet East of the West quarter corner of said Section 2; thence North 28° 05' 30" West 114.44 feet; thence on a 65 foot radius curve left (the long chord of which bears North 70° 16' 08.5" West 87.29 feet) 95.70 feet; thence South 67° 33' 13" West 141.02 feet; thence South 60° 16' 32" West 117.82 feet; thence South 51° 27' 59" West 250.58 feet; thence on a 65 foot radius curve right (the long chord of which bears North 70° 12' 14" West 110.64 feet) 132.35 feet; thence North 11° 52' 27" West 98.09 feet to Engineer's center line Station "FB" 19+50.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
"FB"10+00		"FB"11+14.44	75	
"FB"11+14.44		"FB"11+40	75 in a straight line to 70	
"FB"11+40		"FB"11+80	70 in a straight line to 40	
"FB"11+80		"FB"12+10.14	40 in a straight line to 25	
"FB"12+10.14		"FB"13+51.16	25 in a straight line to 20	

"FB"13+51.16	"FB"14+68.98	20	
"FB"10+00	"FB"11+14.44		65
"FB"11+14.44	"FB"12+10.14		65 in a straight line to 25
"FB"12+10.14	"FB"13+51.16		25 in a straight line to 20
"FB"13+51.16	"FB"14+68.98		20

Bearings are based upon the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 0.63 acre, more or less, outside of the existing right of way.

A permanent easement across the following described real property for the purpose of constructing and maintaining a sign footing in connection with the project. Since fee simple title is not being acquired, any use may be made of the real property provided that such use shall not interfere with the purpose of this easement. The real property affected by this easement is described as follows:

PARCEL 4

A parcel of land lying in the SW¼ of Section 2, Township 1 South, Range 1 West, W.M., Washington County, Oregon; the said parcel being that portion of said SW¼ lying between lines at right angles to the center line of the "B3" center line at Engineer's Stations "B3" 15+20 and "B3" 15+50 and between lines parallel with and 50 feet Northeasterly and 75 feet Northeasterly of said center line which center line is described in Parcel 1.

Bearings are based upon the Oregon Coordinate System, North Zone.

The parcel of land to which this description applies contains 750 square feet, more or less.

A permit of entry to enter upon the following described real property for the purpose of constructing, but not thereafter maintaining, an approach roadway to the service roadway to be constructed on the Northerly side of the interchange between Highway Engineer's center line Stations "BS2" 81+50 and "BS2" 87+38 in connection with the project. This will be done as part of the work and cost of the project. The real property affected by this permit is described as follows:

PARCEL 5

A parcel of land lying in the W½SW¼ of Section 2, Township 1 South, Range 1 West, W.M., Washington County, Oregon; the said parcel being that portion of said W½SW¼ lying Southerly of a line at right angles to the center line of an Access Road at Engineer's Station "FB" 19+50 and included in a strip of land variable in width, lying on each side of said center line which center line is described in Parcel 3.

The widths in feet of the strip of land above referred to are as follows:

Station to	Station	Width on Northerly and Easterly Side of Center Line	Width on Southerly and Westerly Side of Center Line
"FB"16+50	"FB"17+19.56	20 in a straight line to 25	20 in a straight line to 25
"FB"17+19.56	"FB"17+80	25	25 in a straight line to 40
"FB"17+80	"FB"17+95	25	40 in a straight line to 95
"FB"17+95	"FB"19+50	25	95 in a straight line to 40

The parcel of land to which this description applies contains 0.38 acre, more or less.

All rights of access of every nature to the right of way of the Sunset Highway, including the Beaverton-Tigard Highway/Sunset Highway Interchange and the relocated Barnes Road; provided, however, that there shall be reserved for service of the remaining land the following:

1) A right of access to the right of way of relocated Barnes Road of a width of 50 feet on the Northerly side thereof opposite Highway Engineer's center line Station "B3" 16+10; and

2) Rights of access to a service roadway to be constructed in part on Parcel 3 on the Northerly side of the inter-

change between Highway Engineer's
center line Stations "BS2" 81+50 and
"BS2" 87+38 where it connects with
relocated Barnes Road and the Beaverton-
Tigard/Sunset Highway Interchange;

And further provided that there shall be no restriction of access to the areas described as Parcels 2, 4 and 5.

2.

Plaintiff, as a part of the highway project and at its sole cost, will construct a fence within the boundaries of the real property hereinabove described as Parcel 1, R-52875, where the same abuts defendant's remaining land and will maintain the same as long as any portion of the real property described as Parcel 1, R-52875 being acquired herein is used for state highway right of way purposes.

3.

The acquisition is encumbered by and the plaintiff shall take the acquisition subject to the interests of other than the within named defendants in the following encumbrances:

Easements of the Unified Sewerage Agency.

Easements of the Wolf Creek Highway Water District.

Easement in favor of Wolf Creek Highway Water District recorded October 3, 1979, Recorder's Fee No. 79048648.

Easements in favor of Unified Sewerage Agency of Washington County recorded July 22, 1983, Recorder's Fee Nos. 83026288 and 83026289.

Easement for existing public utilities in vacated street area reserved by Order No. 77-178 and the conditions imposed by said Order, recorded September 23, 1977.

4.

That none of the parties shall recover costs or attorney fees incurred herein.

DATED this 25 day of May, 1988.

Certified To Be A True And
Correct Copy Of The Original

Date 5-31-88

TRIAL COURT CLERK
Washington County
By: __________

s/ DONALD C. ASHMANSKAS
CIRCUIT COURT JUDGE

IT IS SO STIPULATED:

Richard C. Bemis

ROBERT A. PETERSEN, OSB #71133
Of Attorneys for Plaintiff

RICHARD C. BEMIS, OSB #57009
Of Attorneys for Defendants

* * * * *

JUDGMENT SUMMARY

JUDGMENT CREDITORS:	J. Peterkort & Company, an Oregon limited partnership; Albert Peterkort, and Mary Anne Peterkort, husband and wife; Joseph Peterkort, Jr., and Gladys Peterkort, husband and wife
ATTORNEY FOR JUDGMENT CREDITORS:	DeMar L. Batchelor and Richard C. Bemis
JUDGMENT DEBTOR:	State of Oregon, by and through its Department of Transportatio
AMOUNT OF JUDGMENT:	$1,858,100
AMOUNT OF ATTORNEY FEES:	$ -0-

AMOUNT OF COSTS: $ -0-

POST-JUDGMENT ACCRUAL INFORMATION: None.

Presented and certified to be accurate by:

ROBERT A. PETERSEN
Attorney for Plaintiff

8883T
sae

RECEIVED
MAY 20 1988
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

9865

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9865

TO: Manager
Commission Services

DATE: May 11, 1988

FROM: Donald E. Forbes
State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9865, On Site Work Substantially Completed August 20, 1986

All Work Completed February 17, 1988

Project Beaverton/Tigard Highway Interchange

Highway Sunset

County Washington

Type of Work Grade, Pave, Structure, Sign, Signal, and Illum.

Contractor Roadway Construction Corp. and R. A. Hatch Co. J.V.

BMW:hh

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

5/31/88
letter of to S.

RECEIVED
MAY 12 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9865

J

March 29, 1988

CON 5
9865

J. M. Dastur, Exec. Vice President
Construction and Dredging Group
Riedel International
P.O. Box 3320
Portland, OR 97208

Beaverton-Tigard Highway Interchange
Contract No. 9865

This is in response to your request to Mr. Harwood that the one-year time period, established in Section 109.05 of the Oregon Standard Specifications for Highway Construction, 1984 edition, for commencing suit following full or partial claim rejection be extended for the subject project.

In November 1986, R. A. Hatch submitted claims on the Sunset Hwy-217 Interchange project for out-of-sequence work and rock excavation. The rock excavation claim was rejected in a letter dated March 30, 1987.

The one-year time period for commencing action in accordance with the contract documents will expire March 30 of this year. The state hereby agrees to extend the deadline for commencing suit to May 31, 1988.

Donald R. Adams
Assistant State Highway Engineer

bc Don Forbes
   C. O. Fredrickson
   Al Harwood

ACH:cms sl

DELIVER TO: W. SCHWARTZ

ORIGINAL
SENT: 03/29/88 TIME: 08:20
FROM: REGION 1 HWY
SUBJECT: CONTRACT NO. 9865
PRINT DATE: 03/29/88 TIME: 08:20

TO: W.E. Schwartz
Asst. State Highway Engineer

DATE: March 29, 1988

FROM: Allan C. Harwood
Region Operations Engineer

Subject: Sunset Hwy-217 Interchange
Contract No. 9865

The contractor on the subject project was a joint venture of Hatch and Roadway Constructors. Both Hatch and Roadway are now out of business and Riedel is attempting to resolve all unfinished business of the JV. Hatch filed claims on two items on the project, one for rock excavation and one for out of sequence work . We responded, rejecting the one claim March 30, 1987 but have not responded to the other claim.

Recently Jim Dastur of Riedel contacted me requesting we enter into discussions to resolve the issues. We have had 1 meeting and have a second one scheduled for early April.

Our problem is that the contractor has 1 year after rejection or partial rejection of a claim to commence suit for recovery. Dastur and I both feel the issue can be settled without filing suit and Riedel has requested an extension of the 1 year provided in the specifications. Due to the confusion that has existed with regard to who we should talk to and our delay in responding to the second item in the claim, I recommend the time for commencing suit be extended by 2 months to give us time to explore a resolution.

Enclosed is a suggested response to Dastur's verbal request.

O.K. - WES

J. H. Dastur
Executive Vice President
Construction and Dredging Group
Riedel International

RE: Beaverton-Tigard Highway Interchange
Contract No. 9865

This is in response to your request to Mr. Harwood that the one-year time period established in Section 109.05 of the Oregon Standard Specifications for Highway Construction, 1984 edition, for commencing suit following full or partial claim rejection be extended for the subject project.

In November of 1986, R.A. Hatch submitted claims on the Sunset Hwy-217 Interchange project for out-of-sequence work and rock excavation. The rock excavation claim was rejected in a letter dated March 30, 1987.

The one-year time period for commencing action in accordance with the contract documents will expire March 30th of this year. The state hereby agrees to extend the deadline for commencing suit to May 31, 1988.

ACH:cms

9865

8

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES

TO: Rick Kuehn
Region 1 Engineer

DATE: March 18, 1988

FROM: Wayne F. Cobine
Final Design Engineer

SUBJECT: Project Narrative Report
Beaverton-Tigard Highway Interchange Section
Sunset Highway
Washington County
Contract #9865

I have just completed reading the narrative report on the subject project and there are several of items which inspired some comment.

1. Under the Temporary Protection and Direction of Traffic Items, it was noted that we omitted including the variable message sign in the contract which was found to be mandatory for the lane closures and night work. Sorry about that. It also talked about the increase in temporary signing on the project of more than 40%. This is one item that we hear a lot about through narrative reports and on the annual Traffic Safety in Highway and Street Work Zone committee review process. Hopefully, through the efforts of these people and the review of the temporary protection and direction of traffic plans, we are putting more emphasis on this and are now doing a better job. The last item under Temporary Protection and Direction of Traffic is the omission in the specifications to call for reflectorized barrier. The policy now, and I hope it's working well, is that in most cases we are calling for reflectorized barrier. The only exceptions to this is when we're having physical road closures on structure replacement projects where we are closing the old roadway.

2. Under Earthwork, it was noted that a good portion of the excavated material was at, or above, optimum moisture, making it very difficult for recompaction in the embankment areas and that during construction, an extra work order was written for granular material and geotextile to help in this stabilization effort. These concerns need to be more fully addressed in the location effort of the project, as we certainly have no objection to their use if they can be supported by the Region Geologist, Project Manager, or Geotechnical Section.

3. This item concerns the backfill of pipe trenches with granular material. Comments concerning this item vary from job to job, generally depending on the time of year the contractor elects to do his drainage work. However, there has been some good instances where granular material should have been called for in

the plans and specifications to facilitate the construction of this item. This item definitely needs closer attention during the project development stage and in setting the construction time for the project. I will put it higher on my list of things to watch for.

Last, the writer of this narrative report should be congratulated for doing a good job. He brought to the readers' attention the problems and concerns and some suggested treatments for those items. However, there is one thing I must comment on, it's the lack of acknowledgement by failing to let me know who produced the report. Whoever this project manager is, please pass on to him, "Thanks for a great narrative."

WFC:tjs

cc: Duane Christensen
    C. O. Fredrickson

9865

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

PRO 6-2

TO: Ted Spence
Metro Region

DATE: March 10, 1988

FROM: Cam Gilmour, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System
Project No. IX-27-2(17)
Beaverton/Tigard Highway Interchange
Washington County

I have requested obligation of additional federal funds from FHWA on the above federal-aid project in the amount shown:

Previous Obligation	New Obligation	Increase
$6,979,138	$6,991,888	$12,750

Please arrange for updating of MSD's records to show this change.

RLC:jc
cc: Gary Zehner, w/attach.
Wayne Schulte, w/attach.
General Files

81-125-1387

9865

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEK[illegible] REPORT FOR CONSTRUCTION PR[illegible]CTS

WEEK ENDING [illegible]

CONTRACT NO [illegible]

F A PROJECT NO [illegible]

DATE OF AWARD [illegible]

FIRST NOTIFICATION DATE [illegible]

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND [illegible]

ESTIMATED SEMIFINAL SUBMITTAL DATE [illegible]

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: WORKERS:

PERCENT CONTRACT WORK COMPLETED %

PROJECT NAME (SECTION) [illegible]

HIGHWAY [illegible]

COUNTY [illegible]

CONTRACTOR [illegible]

KIND OF WORK Grading, Paving [illegible]

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ [illegible]

ESTIMATED PROJECT COST $ [illegible]

ESTIMATED PERCENT OVERRUN/UNDERRUN %

ENGINEERING

AUTHORIZATION $ [illegible]

COST THIS WEEK $

TOTAL TO DATE $ [illegible]

PERCENT OF AUTHORIZATION [illegible] %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PERCENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
0	/	/	0	0.0	0
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	/	/	[illegible]	[illegible]	[illegible]
0	/	/	[illegible]	[illegible]	[illegible]

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	235,000 cy	54,000 tn	20,[illegible]			
EST. CORRECTED QUANTITIES	[illegible]	[illegible]	[illegible]			
EST. PERFORMED TO DATE	[illegible]	[illegible]	[illegible]			
PERCENT PERFORMED TO DATE	100	[illegible]	100	[illegible]	[illegible]	0

ACTIVITIES THIS WEEK:

Checking claim documents
Preparing narrative report

Sent 3rd Notification to Region, Feb. 17,1988.
This will be our last report.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Prepare narrative report.
Check claim documents.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) Robert Heard

734-3001 (REV. 8-86)

CONSTRUCTION SECTION

February 16, 1988

CON 5 - 9865

Sussman, Shank, Wapnick, Caplan & Stiles
Attorneys at Law
1111 Orbanco Building
1001 S.W. Fifth Avenue
Portland, OR 97204-1111

Attention: Lucy E. Kivel

The Highway Division Milwaukie office has forwarded your letter dated January 28, 1988, addressed to the Secretary of State in which you file a claim on behalf of Far West Federal Bank, assignee of Willert Equipment Co. against the following Highway Division contract:

FILED BY:	Far West Federal Bank, assignee of Willert Equipment Co.
AMOUNT:	$3,417.90
FOR:	Material, labor and equipment
AGAINST (PRIME CONTRACTOR)	Roadway Constructors Corp. and R. A. Hatch Co., a JV
CONTRACT NO.:	9865
PROJECT:	Beaverton-Tigard Highway Interchange Section, Sunset Highway, Washington County
SURETY:	The American Insurance Co.
AGENT:	Corroon and Black

We will advise the surety, agent and the contractor of the receipt of this claim.

Noted on Card
2-16-88 slp

Please advise this office (121 Transportation Building, Salem, OR 97310) rather than the Milwaukie office when your client's claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: Roadway Constructors Corp. and
R. A. Hatch Co., A JV
P. O. Box 6179
Bend, OR 97708

Corroon & Black
P. O. Box 8699
Portland, OR 97207

The American Insurance Company
Attn: Fidelity and Surety Dept.
P. O. Box 3825
Portland, OR 97208

bc: Bryant Jackmond

FKN:slp

SUSSMAN, SHANK, WAPNICK, CAPLAN & STILES

ATTORNEYS AT LAW

GILBERT SUSSMAN (1905-1985)
JEROME B. SHANK
NORMAN WAPNICK
BARRY P. CAPLAN
WILLIAM N. STILES
JOHN P. DAVENPORT
JEFFREY R. SPERE
RONALD A. SHELLAN
RICHARD G. SPIER
JOHN H. DURKHEIMER

1111 ORBANCO BUILDING
1001 SOUTHWEST FIFTH AVENUE
PORTLAND, OREGON 97204-1111

TELEPHONE (503) 227-1111

TELECOPIER (503) 228-2058
TELEX: 360823 HQPTL

JANE E. ANGUS
DONALD H. FRIEDMAN
MICHAEL G. HALLIGAN
LUCY E. KIVEL
WENDELL G. KUSNERUS
HOWARD M. LEVINE
JEFFREY C. MISLEY
BONNIE SERKIN POUND
SUSAN K. ROEDL
MICHAEL F. J. ROMANO
SYLVIA E. STEVENS
STUART I. TEICHER

January 28, 1988

BY CERTIFIED MAIL - RETURN RECEIPT REQUESTED

OM MRE OE

1988

PA EM TNG LM

Secretary of State
Official Documents
143 State Capitol Building
Salem, OR 97310

The Oregon Department
of Transportation
9002 SE McLoughlin Boulevard
Milwaukie, Oregon 97222-7394

Re: Oregon State Highway Division, ODOT Contract No. 9865, Beaverton/Tigard Interchange Project

Gentlemen/Ladies:

Our office represents Far West Federal Bank as assignee of Willert Equipment Co. Enclosed please find a Notice of Bond Claim to be filed on behalf of Far West Federal Bank on the above-referenced project. The original is being filed with the Secretary of State.

If you have any questions, please contact the undersigned.

Very truly yours,

SUSSMAN, SHANK, WAPNICK, CAPLAN & STILES

Lucy E Kivel

Lucy E. Kivel

LEK\epl
lek\06835018.L14
Enclosure
cc: Far West Federal Bank

RECEIVED
FEB -4 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF BOND CLAIM

TO: Secretary of State for the State of Oregon, State Capitol Building, Salem, Oregon and

The Oregon Department of Transportation, 9002 S.E. McLoughlin Boulevard, Milwaukie, Oregon

RE: Oregon State Highway Division, ODOT Contract No. 9865, Beaverton/Tigard Interchange Project.

Notice is hereby given that the undersigned Farwest Federal Bank, as assignee of Willert Equipment Co., has a claim for concrete pavement grinding furnished by Willert Equipment Co. in the sum or $3,417.90 against the bond taken from R. A. Hatch Co. and Roadway Constructor's Corp. as principals, and American Insurance Company as surety for the work of R. A. Hatch Co. and Roadway Constructor's Corp. on the Beaverton Tigard Interchange Project, Oregon State Highway Division, Contract No. 9865. Such material, labor and equipment was supplied to R. A. Hatch Co. and Roadway Constructor's Corp. between October 15, 1985 and October 22, 1985.

FAR WEST FEDERAL BANK

By: ______________________
Larry Arpan
Sr. Vice President

SUBSCRIBED AND SWORN TO BEFORE ME THIS 19th day of January, 1988.

____
Notary Public for Oregon
My commission expires: 8-18-88

RECEIVED
FEB -4 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9557

WEEK[illegible] REPORT FOR CONSTRUCTION PR[illegible]CTS

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

PROJECT NAME (SECTION) Beaverton-Tigard Interchange		WEEK ENDING Jan. 1[illegible], 19[illegible] CONTRACT NO 95[illegible]
HIGHWAY Sunset Highway	COUNTY Washington	F A PROJECT NO [illegible]-27-2 (171)
CONTRACTOR R.A. Hatch	KIND OF WORK Grading, Paving Signals and Illumination.	DATE OF AWARD July 1[illegible], 19[illegible]

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ [illegible],783,954.38

ESTIMATED PROJECT COST $ 8,166,700.37

ESTIMATED PERCENT OVERRUN/UNDERRUN 1.9 %

ENGINEERING

AUTHORIZATION $ [illegible],000.00

COST THIS WEEK $ 888.00

TOTAL TO DATE $ 378,[illegible].00

PERCENT OF AUTHORIZATION 125 %

FIRST NOTIFICATION DATE July 27, 19[illegible]

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND August 20, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE January 30, 1988

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 100 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PERCENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
0	/ /	0	0.0	0	/
744	07/05/86	744	748.0	100	no
0	/ /	0	0.0	0	/
0	/ /	0	0.0	0	/

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	255,000 cy	54,000 tn	26,900 tn			
EST. CORRECTED QUANTITIES	219,000 cy	52,598 tn	24,781 tn			
EST. PERFORMED TO DATE	219,000 cy	52,598 tn	24,781 tn			
PERCENT PERFORMED TO DATE	100	100	100	100	100	0

ACTIVITIES THIS WEEK:

Sent Price Agreement for Tack Coat pending to Region

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Work on semi final

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) Robert Heard

734-3001 (REV. 8-86)

CONSTRUCTION SECTION

January 27, 1988

Allen, Kilmer, Schrader, Yazbeck
& Chenoweth
Attorneys at Law
1600 Orbanco Building
1001 SW Fifth Avenue
Portland, OR 97204

CON 5 - 9831, 9854,
9855, 9944,
9935 & 9953

Attention: Robert L. O'Halloran

As requested in your letter of January 21, 1988, I am attaching the official documentation showing the formal acceptance of the various R. A. Hatch Co.; Roadway/Hatch Joint Venture Projects. As you will note, I have highlighted the specific project.

Contract No. 9877 with R. A. Hatch Co. & Gaynetco, Inc., has not been accepted by the State. It was completed on December 15, 1987.

Contract No. 9865 with Roadway Constructors Corporation and R. A. Hatch Co. for the Beaverton-Tigard Hwy. Interchange has not been completed or accepted.

Contract No. 9864 is with Dirt and Aggregate Interchange, Inc. for The Dalles-California Highway Guardrail Project in Wasco County. Contract No. 9004 is with Marion Construction Co., Inc. for work in Silver Falls State Park in Marion County. Since these two contracts were not with Hatch/Roadway, we did not provide the acceptance information. If you do need them, let me know and we will provide that documentation.

Please let me know if I can provide any further information.

Fran Neavoll
COMMISSION SERVICES

FKN:bk

Atts.

Delegated authority reports sent showing Schwartz acceptance of Contract Nos. 9831, 9854, 9855, 9944, 9935 and 9953.

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

F. GORDON ALLEN
ANDREW K. CHENOWETH
JEFFREY M. KILMER*
CHARLES R. SCHRADER*
STEPHEN C. VOORHEES
JOSEPH A. YAZBECK, JR.

*ALSO ADMITTED IN WASHINGTON

FACSIMILE 503-222-5290 (Portland)
503-484-9779 (Eugene)

JANIE M. BURCART
CHRISTOPHER T. CARSON*
BARRY W. DOD*
DAVID A. DRAPELA*
GEORGE V. EIGHMEY
JAMES P. LAURICK
JEFFREY S. MERRICK
THOMAS J. MURPHY
ROBERT L. O'HALLORAN
GREGORY B. SNOOK
LYNNIA K. WOODS

January 21, 1988

Fran Neavoll
Oregon State Highway Department
Commission Services
121 Transportation Building
Salem, OR 97310

Re: The American Insurance Company; R.A. Hatch Co.; Roadway/
Hatch Joint Venture Projects

Dear Ms. Neavoll:

You may recall that I represent The American Insurance Company, surety for R.A. Hatch Co. or Roadway/Hatch joint venture on various Oregon State Highway Department projects.

The purpose of this letter is to request some information that will assist us in evaluating possible remaining bond claim exposure with respect to various projects.

I request that you provide me with the date on which each of the following projects was formally accepted by OSHD (and, if it exists, a copy of whatever document reflects the date of formal acceptance):

1. OSHD 9831; 10-4-85
2. OSHD 9854 (NW Kittridge-NW 31st, Portland); 1-12-87
3. OSHD 9855 (Powell-Heiney Road); 1-15-87
4. OSHD 9865 (Beaverton/Tigard 217 Highway Interchange); [illegible] accepted

---

?, 5. OSHD 9864; ?, [illegible]

6. OSHD 9877. not accepted

7. OSHD 9944 (Ladd Canyon); 8-25-86

8. OSHD 9935 (Tigard-Willamette River); 1-30-87

?, 9. OSHD 9004; and ?,

10. OSHD 9953 (Sunset-Pacific Coast Highway 217 Overlay). 12/18/87

As always, if there is any charge for the copying of any documents please advise and I will arrange for payment. I appreciate your continued cooperation and assistance.

Very truly yours,

Bob O'H

Robert L. O'Halloran

RLO/me

cc: The American Insurance Company

RECEIVED
JAN 22 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Ted Spence
Region 1

DATE: December 18, 1987

Original Signed By
Joe Speight

FROM: Cam Gilmour, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System
Project No. IX-27-2(17)
Beaverton/Tigard Highway Interchange
Washington County

I have requested obligation of additional federal funds from FHWA on the above federal-aid project in the amount shown:

Previous Obligation	New Obligation	Increase
$6,972,967	$6,980,227	$ 7,260

Please arrange for updating of MSD's records to show this change.

RLC:bkw
cc: Gary Zehner, w/attach.
Wayne Schulte, w/attach.
General Files

9765

1859
NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

September 9, 1987

In Reply Refer to File No.:
CON 5
9594
9865
9953

Allen, Kilmer, Schrader, Yazbeck
& Chenoweth
Attorneys at Law
1600 Orbanco Building
1001 SW Fifth Ave.
Portland, OR 97204

Attn:/ Robert L. O'Halloran

Dear Mr. O'Halloran:

Re: Revised copy of September 3 letter
R. A. Hatch Co.; Roadway/Hatch J.V.
American Insurance Company
OSHD Contract Nos. 9594, 9865 and 9953

Your letter of July 15, 1987, reaffirmed instructions from The American Insurance Company that no funds on any of the above projects are to be released to the prime contractor without specific approval of The American Insurance Company. We have recently received an executed assignment form assigning the proceeds from Contract No. 9594 to The American Insurance Company. We are in the process of verifying this assignment.

In accord with your instructions, no funds on any of the above contracts will be released to the prime contractor without approval of The American Insurance Company

Sincerely,

O-B-Jackmond

O. B. Jackmond, P.E.
Contract Administration Engineer

NOTED ON CARD
[illegible]

RECEIVED
SEP 11 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OBJ:mk

cc: W. E. Schwartz
Commission Services (Fran Neavoll)
Highway Accounting (Mike Gander)
Contract Payments (Bruce Walton)

090212m

1859
NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

September 3, 1987

In Reply Refer to
File No.:
CON 5
9594
9865
9953

Allen, Kilmer, Schrader, Yazbeck
& Chenoweth
Attorneys at Law
1600 Orbanco Building
1001 SW Fifth Ave.
Portland, OR 97204

Attn: Robert L. O'Halloran

Dear Mr. O'Halloran:

Re: R. A. Hatch Co.; Roadway/Hatch J.V.
American Insurance Company
OSHD Contract Nos. 9594, 9865 and 9953

Your letter of July 15, 1987, reaffirmed instructions from The American Insurance Company that no funds on any of the above projects are to be released to the prime contractor without specific approval of The American Insurance Company. We are in the process of verifying this assignment.

In accord with your instructions, no funds on any of the above contracts will be released to the prime contractor without approval of The American Insurance Company

Sincerely,

for
by Ron Kleinschmidt
O. B. Jackmond, P.E.
Contract Administration Engineer

NOTED ON CARD
9/24/87

OBJ:mk

cc: W. E. Schwartz
Commission Services (Fran Neavoll)
Highway Accounting (Mike Gander)
Contract Payments (Bruce Walton)

RECEIVED
SEP 3 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

090212m

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Ted Spence
Region 1

DATE: September 8, 1987

FROM: Cam Gilmour, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System
Project No. IX-27-2(17)
Beaverton/Tigard Highway Interchange
Washington County

I have requested obligation of additional federal funds from FHWA on the above federal-aid project in the amount shown:

Previous Obligation	New Obligation	Increase
$6,960,217	$6,972,967	$12,750

Please arrange for updating of MSD's records to show this change.

RLC:me
cc: Gary Zehner, w/attach.
Wayne Schulte, w/attach.
General Files

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 23, 1987

In Reply Refer to
File No.:

CON 5
9865
9953
9854

U. S. Department of Labor - ESA
Wage and Hour Division
P. O. Box 85364
Dallas, TX 75285

Re: Roadway Constructors, Corporation and
R. A. Hatch Company, Joint Venture
Quality Paving - Subcontractor
Contract No. 9865
Contract No. 9953
Contract No. 9854

Enclosed find check(s) to cover the underpayment of wages found due by a USDOL investigation of Quality Paving on the above projects. The amounts due per contract are as follows:

Contract No. 9865	$10,443.80
Contract No. 9953	$ 3,308.01
Contract No. 9854	$ 449.74

The enclosed funds are to be distributed by the U. S. Department of Labor to the affected employees, as appropriate.

J. L. Widmer
J. L. Widmer
EEO, MBE & Labor Compliance Officer

JLW:mk

Encl.

cc: W. J. Olson
Roadway Constructors, Corp. &
R. A. Hatch Co., J.V.

bc: W. E. Schwartz
C. O. Fredrickson

5

RECEIVED
STATE HWY ENGR
JUL 8 '87
REFER TO
FOR
Info Inves R/D D/R Sign Act File

06183m

Mailed From acct.
7-7-87 certified mail
J.

Form 734-3122 (1-87)

March 20, 1987

W. J. Olson
Assistant Regional Administrator
U. S. Department of Labor
Wage and Hour Division
909 First Avenue, Room 3032
Seattle, WA 98174

CON 5
9865
9953
9854

Re: Roadway Constructors, Corporation and
R. A. Hatch, Joint Venture
Quality Paving - Subcontractor
Contract No. 9865 - Beaverton/Tigard Highway Interchange
Contract No. 9953 - Jct. Sunset Hwy.-Jct. Pacific Hwy.
Contract No. 9854 - NW Kittridge Ave.-NW 31st Ave. (Ptld.)

We have received your letter of March 16, 1987, regarding your investigation of contract labor violations on the above projects.

Our Contract Payments Unit was notified on March 19, 1987, to withhold $10,443.80 from Contract No. 9865, and $3,308.01 from Contract No. 9953 from the final payment of contract funds. The above funds will not be released until we have notification for final clearance from your office, as you requested.

The final payment for Contract No. 9854 was made January 9, 1987. Therefore, the amount of $449.74 cannot be withheld from Contract No. 9854.

If I can be of further assistance, please contact me.

J. L. Widmer, Acting Manager
EEO, MBE & Labor Compliance

JLW:LB:mk

03199m

Funds were available
g

U.S. Department of Labor

Employment Standards Administration
Wage and Hour Division
909 First Avenue, Room 3032
Seattle, Washington 98174

Reply to the Attention of

March 16, 1987

Mr. John Widmer, Labor Compliance Officer
Oregon State Department of Transportation
Highway Division, Contracting Department
Salem, OR 97310

Subject: Roadway Constructors, Corporation and
R.A. Hatch Company, Joint Venture
Quality Paving - Subcontractor

Contract No's: 9865
9953
9854

Dear Mr. Widmer:

Please be advised that the Wage and Hour Division is conducting a concurrent Fair Labor Standards Act, Davis-Bacon Related Act (DBRA), and Contract Work Hours and Safety Standards Act (CWHSSA) investigation of Quality Paving with respect to performance on the subject Federally assisted contract.

Our investigation has disclosed DBRA violations by this contractor and to date we have not been successful in obtaining a voluntary agreement to pay the backwages found due. Therefore, as provided by 29 CFR part 5, Section 5.9, which was promulgated under the authority of Reorganization Plan No. 14 of 1950 (64 Stat. 1267), your agency is requested to withhold $14201.55 from contract funds. The amount due under each contract is as follows:

9865	$10443.80
9953	3308.01
9854	449.74

Please send to the above address written notice of the action taken in response to this letter within fifteen days of its receipt. Please ensure that your report specifies the name of the contractor and the contract number. For your further information, the subject contractors have been notified of our intent to cause this withholding.

If you have any questions call Ed Woodruff at (206) 442-1914 or FTS 399-1914.

Thank you for your cooperation.

Sincerely,

Wilbur J. Olson
Assistant Regional Administrator

RECEIVED
MAR 18 1987
CONSTRUCTION SECTION

CE — CAE —
COE — OM —
OE ——
CA ——
CAM ——
SBO —/—
SPC — TC —
SA — CC —
PE — CP —
PQC ——
QCS ——
FILE ——

May 29, 1987

Board of County Commissioners
Washington County
150 North First
Hillsboro, OR 97124

AGR

Attention: Donald W. Mason
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 87-29

Attached for your records is a fully executed copy of an agreement for construction of the Beaverton-Tigard Highway Interchange on the Sunset Highway, State Primary Highway No. 47.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Fran Neavoll
COMMISSION SERVICES

bk

Att.

bc: Gary Potter (agree. att.)

9865

May 8, 1987

CON 5 - #9865

Anderson's Erosion Control Inc.
P.O. Box 205
Junction City, OR 97448

We have received a copy of your letter dated April 23, 1987, addressed to the Secretary of State filing a claim against the following Highway Division contract:

FILED BY: Anderson's Erosion Control Inc.

AMOUNT: $569.71 plus interest covering retainage

FOR: Retainage

AGAINST (PRIME CONTRACTOR): Roadway Constructors Corporation & R. A. Hatch Co., a JV

CONTRACT NO.: 9865

PROJECT: Beaverton-Tigard Highway Interchange Section, Sunset Highway, Washington County

SURETY: The American Insurance Company

AGENT: Corroon & Black

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: Roadway Constructors Corporation
& R. A. Hatch Co., a JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon & Black
P.O. Box 8699
Portland, OR 97207

bc: Bryant Jackmond

FKN:cc

NOTED ON CARD
5-8-87cc

Anderson's
EROSION CONTROL
INC.

P.O. Box 205
Junction City, Oregon 97448
Phone (503) 998-2062

April 23, 1987

Secretary of State
Public Records Section
143 Capital
Salem, OR 97310

Notice is hereby given that the undersigned ANDERSON'S EROSION CONTROL, INC. has a claim for unpaid retainage in the sum of $ 569.71 plus accrued interest covering all retainage for the life of this contract per Oregon State Law against the bond taken from ROADWAY CONSTRUCTORS CORP., FORMALLY RAILCO MULTI CONST., INC. AND R.A. HATCH CO., A JOINT VENTURE whose surety is AMERICAN INSURANCE CO. for work performed on the Beaverton-Tigard Interchange, Oregon State Department of Transportation Contract No. 9865.

Clara Fay Anderson

Clara Fay Anderson
President

cc: Roadway Constructors, Inc. and
R.A. Hatch Co., JV

American Insurance Co.

✓ Oregon State Department of Transportation

RECEIVED
APR 24 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

member of international erosion control association, inc.

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-27-2(17)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00026

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAY 6 '87
REFER TO
[illegible]

7. DATE AUTHORIZATION EFFECTIVE September 22, 1986

8. FEDERAL ROUTE NUMBER FAP 27

9. STATE ROUTE NUMBER 47

10. GENERAL LOCATION:

Beaverton - Tigard Highway Interchange

11. GENERAL DESCRIPTION OF WORK

Relocate the Fire Department connection

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 9/22/86 as requested in Mr. Fredrickson's letter of 4/23/87 as being cost effective for the use of Wyatt Fire Protection, Inc. forces to proceed with the above work.

State Force Order No. 11 Supplement is approved to a TEC of $3,327.59; Federal Funds $2,828.

14. DATE 5/5/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

March 19, 1987

Allen, Kilmer, Schrader, Yazbeck & Chenoweth
Attorneys & Counselors
1600 Orbanco Building
1001 SW Fifth Avenue
Portland, OR 97204

Attention: Robert L. O'Halloran

As requested in your letter of February 27, 1987, we are attaching information on the status of Contracts 9594, 9877, [redacted] 9855, 9884, 9944, 9953, and 9935 as provided by our Construction Office.

If you have any questions concerning this information, please contact Bruce Walton. His number is 378-6594.

Fran Neavoll
COMMISSION SERVICES

bk

Attachment

bc: Bruce Walton

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

F. GORDON ALLEN
ANDREW K. CHENOWETH
JEFFREY M. KILMER*
CHARLES R. SCHRADER*
STEPHEN C. VOORHEES
JOSEPH A. YAZBECK, JR.

*ALSO ADMITTED IN WASHINGTON

CHRISTOPHER T. CARSON*
GEORGE V. EIGHMEY
GEORGE J. HIBBERT
FRED L. KOPATICH
JAMES P. LAURICK
THOMAS J. MURPHY
ROBERT L. O'HALLORAN
GREGORY B. SNOOK
LYNNIA K. WOODS

February 27, 1897

Ms. Fran Neavoll
Oregon State Highway Department
Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

Re: The American Insurance Company; R. A. Hatch Co., Roadway/Hatch Joint Venture

Dear Ms. Neavoll:

As you know, I represent The American Insurance Company.

On behalf of The American, I am trying to determine the status and the amounts of contract balances and retainage held by the Oregon State Highway Department on the following projects for which The American posted payment and performance bonds on behalf of R. A. Hatch Co., or Roadway/Hatch, Joint Venture:

1. OSHD 9594, Banfield 39th - 87th Avenue (we have submitted a request for release of retainage together with the consent of the contractor, and I understand that Mr. Jackmond is currently considering it);
2. OSHD 9877, Linn/Lane, California State Line;
3. OSHD 9865, Beaverton/Tigard Highway;
4. OSHD 9855, Powell-Heiny Road (I have received an assignment executed by R. A. Hatch Co. as managing partner of the Joint Venture and will forward it to you under separate cover in order to effect the release of the remaining proceeds);

5. OSHD 9854, Kittridge - 31st Avenue;
6. OSHD 9944, Ladd Canyon;
7. OSHD 9953, Sunset-Pacific Coast Highway;
8. OSHD 9935, Tigard/Willamette River.

I would appreciate it if you could provide me with this information at your very earliest convenience. Please call if you have any questions.

Very truly yours,

Bob

Robert L. O'Halloran

770

cc: The American Insurance Company

RECEIVED
MAR 2 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Jan Henny for info
Deferred to Walton

Status of Contracts

Contract 9594 will be addressed by O. B. Jackmond by separate letter.

Contract 9877 - Contractor must provide additional documentation before final payment can be made. We are holding $10,000.00 in retainage.

Contract 9865 - Contractor must provide additional documentation before final payment can be made. We are holding $145,000.00 in retainage.

Contract 9855 - The final pay estimate was prepared 1-14-87. Contractor must sign and return information to receive final payment.

Contract 9854 - Final pay estimate was prepared 1-9-87. Contractor must sign and return to receive final payment.

Contract 9944 - Contractor was paid in full 8-22-86.

Contract 9953 - Holding $74,744.91 until USDOL Labor Complaint has ben resolved.

Contract 9953 - Final pay estimate prepared 1-29-87. Contractor must sign and return to receive final payment.

9865

N

OREGON DEPARTMENT OF TRANSPORTATION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

HIGHWAY DIVISION

WEEK ENDING: March 14,1987

CONTRACT NO: 9865

PROJECT NAME (SECTION): Beaverton-Tigard Interhcange

HIGHWAY: Sunset Highway

COUNTY: Washington

F A PROJECT NO: IX-27-2 (17)

CONTRACTOR: RA Hatch

KIND OF WORK: Grading Paving Signals and Illumination

DATE OF AWARD: July 10, 1984

FIRST NOTIFICATION DATE: July 27, 1984

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND: August 20, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE: March 31,1987

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 7,983,954.38

ESTIMATED PROJECT COST $ 8,166,702.39

ESTIMATED PERCENT OVERRUN/UNDERRUN 1.4 %

ENGINEERING

AUTHORIZATION $ 699,000.00

COST THIS WEEK $ 503.00

TOTAL TO DATE $ 805,322.00

PERCENT OF AUTHORIZATION 115 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PERCENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
CD	/ /	744	743.0	99	no
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 100 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	235,000 cy	54,000 tn	20,900 tn			
EST. CORRECTED QUANTITIES	219,000 cy	52,598 tn	24,781 tn			
EST. PERFORMED TO DATE	219,000 cy	52,598 tn	24,781 tn			
PERCENT PERFORMED TO DATE	100	100	100	100	100	0

ACTIVITIES THIS WEEK:
Work on Semi-final

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:
Work on Semi-final

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) Arthur Sasse
Robert Heard

734-3001 (REV. 8-86)

CONSTRUCTION SECTION

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Ted Spence
Metro Region

DATE: March 13, 1987

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System

As indicated on the attachment, I have requested additional obligation of federal funds for each of the listed projects to cover cost increases. Please notify MSD of these actions.

RLC:bkb
Attach.
cc: G. Zehner, w/attach.
W. Schulte, w/attach.
General Files

REQUEST FOR ADDITIONAL FUNDS
MSD PROJECTS

Federal Aid Project No.	Project No.	Type Work	Current Obligation	Present Estimate	Cost Increase
IX-27-2(17)	Beaverton/Tigard Hwy. Intch.	Const.	$6,805,060	$6,931,194	$126,134
IX-9891(4)	Powell Valley Rd.-SE Division St. Sec.	Const.	1,030,702	1,033,932	3,230
IX-9022(8)	Hillsboro ECL-Cornelius Pass Rd.	P.E.	288,958	327,208	38,250
IX-32(17)	T.V. Hwy. @ S.W. 185th Ave. (Aloha) Sec.	Const.	858,323	970,866	112,543
IX-9300(9)	N.W. Glisan St.-N.W. Couch St. Sec.	P.E.	211,182	219,503	8,321
IX-68(9)	Banfield Corridor Traffic Monitoring	P.E.	169,893	183,459	13,566
IX26 (20)	Union/Grand Ave. Viaduct-SE River Rd	PE .	389,570	654,004	92,155

March 9, 1987

Goldie Gentle Construction, Inc.
5241 N.E. 89th Ave.
Portland, OR 97220

CON 5 - 9865

Attention: William A. Gentle
President

We have received your letter dated February 3, 1987, addressed to the Secretary of State filing a claim against the following Highway Division contract:

FILED BY: Goldie Gentle Construction, Inc.

AMOUNT: $6,240.43

AGAINST (PRIME CONTRACTOR) Roadway Constructors Corp. and R. A. Hatch Co., a JV

CONTRACT NO: 9865

PROJECT: Beaverton-Tigard Highway Interchange Section of the Sunset Highway in Washington County

SURETY: The American Insurance Co.

AGENT: Corroon and Black of Oregon

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: The American Insurance Co.
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

Roadway Constructors Corp. and
R. A. Hatch Co., a JV
P. O. Box 6179
Bend, OR 97708

bbc: Bryant Jackmond

FKN:slp

GOLDIE GENTLE CONSTRUCTION, INC.
5241 N. E. 89TH AVENUE
PORTLAND, OREGON 97220

FEBRUARY 3RD, 1987

STATE OF OREGON
SECRETARY OF STATE
143 CAPITOL BUILDING
SALEM, OREGON 97310

SUBJECT: PAYMENT DUE - O.S.H.D. CONTRACT NO. 9865
BEAVERTON - TIGARD HIGHWAY INTERCHANGE
WASHINGTON COUNTY
PRIME CONTRACTOR: ROADWAY CONSTRUCTORS, INC./ R. A. HATCH CO.
(A JOINT VENTURE)

GENTLEMEN:

WE HAVE A SUBCONTRACT WITH THE ABOVE NAMED PRIME CONTRACTOR ON THE ABOVE NAMED PROJECT DATED SEPTEMBER 10TH, 1984 AND AS OF THIS DATE, WE HAVE AN OUTSTANDING AMOUNT DUE OUR FIRM IN THE AMOUNT OF $6,240.43 FOR WORK PERFORMED IN ACCORDANCE WITH THE GENERAL CONTRACT AND THE SUBCONTRACT.

WE HEREBY NOW MAKE DEMAND ON THE PERFORMANCE AND PAYMENT BOND PROVIDED TO THE STATE OF OREGON BY THE PRIME CONTRACTOR FOR THE BALANCE OF MONIES DUE ON THIS SUBCONTRACT IN THE AMOUNT OF $6,240.43. THE BALANCE DUE IS BASED ON WORK PERFORMED TO DATE, ADDITIONAL AMOUNTS MAY BE DUE WHEN THIS PROJECT IS FINALLY COMPLETED AND ACCEPTED BY THE DEPARTMENT OF TRANSPORTATION.

SINCERELY,

GOLDIE GENTLE CONSTRUCTION, INC.

William A. Gentle

WILLIAM A. GENTLE,
PRESIDENT

CC: DEPARTMENT OF TANSPORTATION, STATE OF OREGON
THE AMERICAN INSURANCE COMPANY
CORROON & BLACK OF OREGON, AGENT
ROADWAY CONSTRUCTORS INC./R. A. HATCH CO. (A JOINT VENTURE)

RECEIVED
FEB - 4 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

RECEIVED
STATE HWY ENGR
FEB 5 '87
REFER TO
FOR
Info	Inves	R/D	O/R	Sign	Act	File

In Reply Refer to
File No.:

copy

3 Feb 1987

Prefix: C09865

Mr. John D. Ryan
1769 SW 90th Avenue
Portland, OR 97225

SUBJECT: Decision on Noise Wall Study
Northside residential area
Sunset Highway/ORE 217 Interchange

The Oregon Department of Transportation has completed the Noise Study Report (enclosed) which reexamines the noise impacts to your neighborhood northeast of the Sunset Highway / ORE 217 Interchange. The study concluded that:

1. The Sunset/217 Interchange project has not substantially changed noise levels in the area.

2. Existing and projected noise levels at some of the residences are less than the FHWA noise impact criterion of $L_{eq}67$ dBA.

We have heard very clearly, and have considered very carefully, your feeling that traffic noise along your neighborhood has reached levels which are unacceptable to you. However, our data and cost-benefit criteria do not support the construction of a noise barrier, and we were unable to demonstrate that the construction of the interchange resulted in a significant change in noise levels in your neighborhood. The minimum cost of $3,400 per 1 dBA reduction per dwelling for your neighborhood is well outside the acceptable range of our cost criteria.

I am sorry that we unable to justify the construction of a sound barrier to reduce the traffic noise levels in your neighborhood.

Yours sincerely,

Richard O Kuehn

Richard Kuehn
Region Engineer

Attachment: Supplemental Noise Study Report
cc: Michael Kaye
E. S. Hunter
Cam Gilmour

734-1839

CL 1986-0351
9865

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 24 1986
BARBARA ROBERTS
SECRETARY OF STATE

December 23, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9865

Watts & Watts
Attorneys at Law
3434 SW Water Avenue
Portland, OR 97201

Attention: John S. Watts

We have received your letter dated December 12, 1986, addressed to the Secretary of State on behalf of Howard Jacobs Masonry, filing a claim against the following Highway Division contract:

FILED BY:	Howard Jacobs Masonry
AMOUNT:	$1,437.50 plus interest
FOR:	Labor and materials
AGAINST (PRIME CONTRACTOR):	Roadway Constructors Corporation & R. A. Hatch Co., a JV
CONTRACT NO.:	9865
PROJECT:	Beaverton-Tigard Highway Interchange Section, Sunset Highway, Washington County
SURETY:	The American Insurance Company
AGENT:	Corroon and Black

We will advise the surety, agent, and the contractor of the receipt of this claim.

Please advise this office when your client's claim has been paid.

RECEIVED
DEC 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Fran Neavoll
COMMISSION SERVICES

cc: Roadway Constructors Corporation
& R. A. Hatch Co., a JV
P.O. Box 6179
Bend, OR 97708

Corroon and Black
P.O. Box 8699
Portland, OR 97207

The American Insurance Company
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

NOTED ON CARD
12-31-86cc

bc: Secretary of State - please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓
This claim was also sent direct to you by attorneys.

228-3387
228-3388

WATTS & WATTS
ATTORNEYS AT LAW
3434 S. W. WATER AVE.
PORTLAND, OREGON 97201

ROSCOE E. WATTS
JAMES R. WATTS
JOHN S. WATTS

December 12, 1986

RECEIVE
DEC 15 1986
LEGAL

Secretary of State
Salem, Oregon 97310-0722

Re: Oregon State Hwy. Contract #9865
Beaverton/Tigard Hwy. Interchange

Dear Madam:

Pursuant to ORS 290.528, notice is hereby given that our client, Howard Jacobs Masonry, has a claim for a balance due of $1,437.50 plus interest for labor and materials furnished by Howard Jacobs Masonry to the above-referenced project at the request of Roadway Construction Corp. and R.A. Hatch Co., Joint Venture, in connection with the furnishing and installation of concrete block for a sound barrier wall at said project. This claim is asserted against the contractor's bond given by Roadway Construction Corp. and R.A. Hatch Co., J.V., as principal, and American Insurance Co., as surety, for said project.

Very truly yours,

WATTS & WATTS

John S. Watts

John S. Watts

JSW/mrw
Certified Mail No. P 290 401 750
cc: Oregon Dept. of Transportation ✓
(Cert. Mail No. P 290 401 751)
American Insurance Co.
(Cert. Mail No. P 290 401 752)
Roadway/Hatch J.V.
(Cert. Mail No. P 290 401 753)
Howard Jacobs Masonry

RECEIVED
DEC 1[illegible] 1986
COMMISSION SERVIC
DEPARTMENT OF TRANSPORTATI

7

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: J. B. Boyd
Right-of-Way Manager

DATE: December 2, 1986

FROM: Wayne F. Cobine
Final Design Engineer

SUBJECT: Drainage Area
Beaverton/Tigard Interchange Section
Sunset Highway
Washington County
FAP No. IX 27-2(14)

I have reviewed the drainage basin necessity with the Hydraulics Unit and its importance to the drainage system, as requested in your October letter.

The basin, located in the northwest quadrant of the new interchange adjacent to the Sunset Business Park, plays an important part in controlling the peak flows which are allowed into the downstream system.

After observing the poorly consolidated materials evidenced by sinks and debris in the basin, it leaves one to believe that the basin wouldn't function as designed; however, pictures taken during heavy runoff indicate the system does function as designed. By a copy of this letter I'm asking Rick Kuehn to review the site condition with the Project Manager and District Maintenance Supervisor to make sure we have a facility which is constructed properly, aesthetically pleasing and easily maintained.

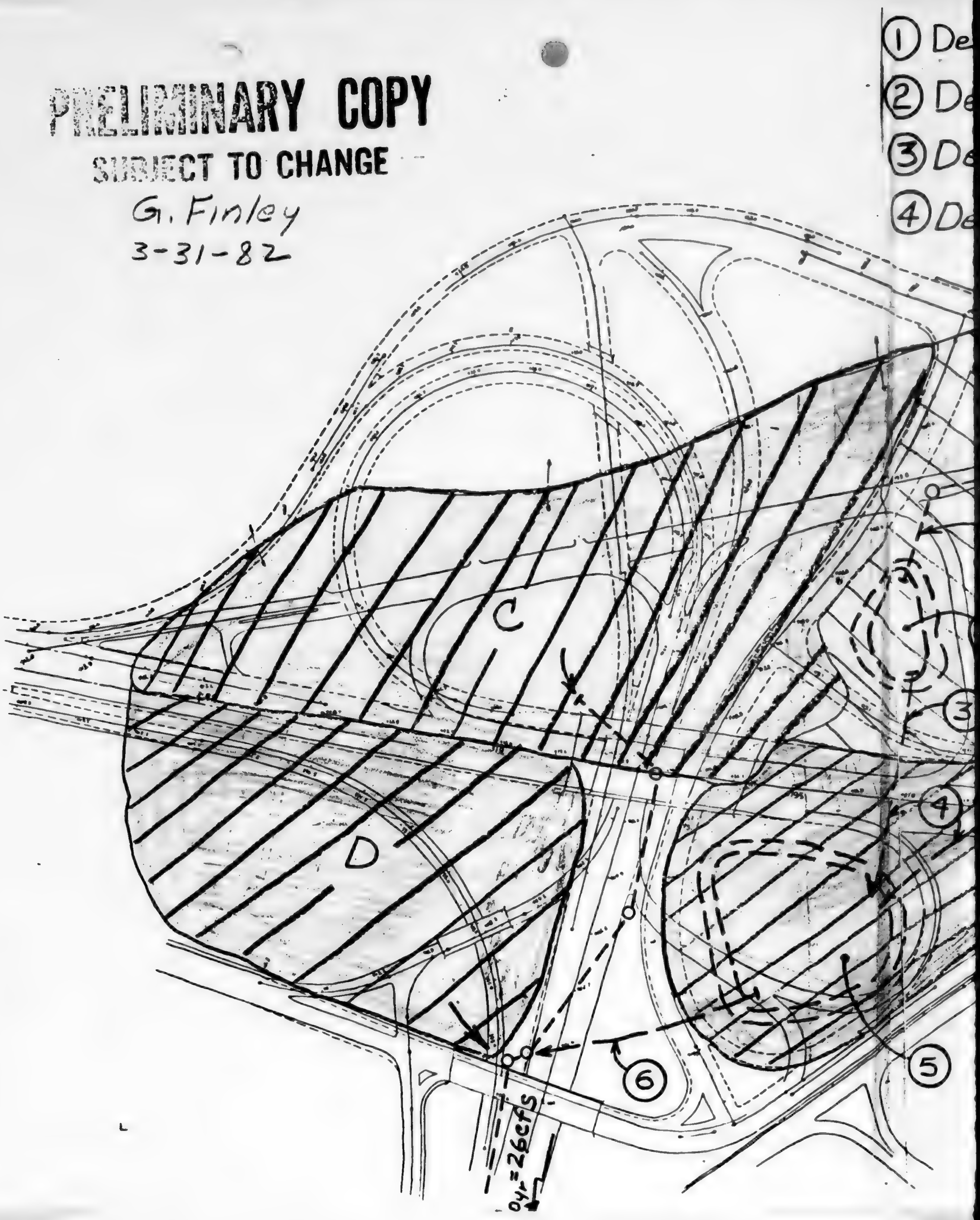
Therefore the area you identified in your October letter and sketch map should be retained and not disposed of as surplus property at this time.

WFC:lk

cc - Duane Christensen
Rick Kuehn
Dave Willhite
Lou Schwab
Erik Ingebretson
Dave Bryson

PRELIMINARY COPY
SUBJECT TO CHANGE

G. Finley
3-31-82


① De
② De
③ De
④ De
C
D
③
④
⑤
⑥
Q4=26cfs

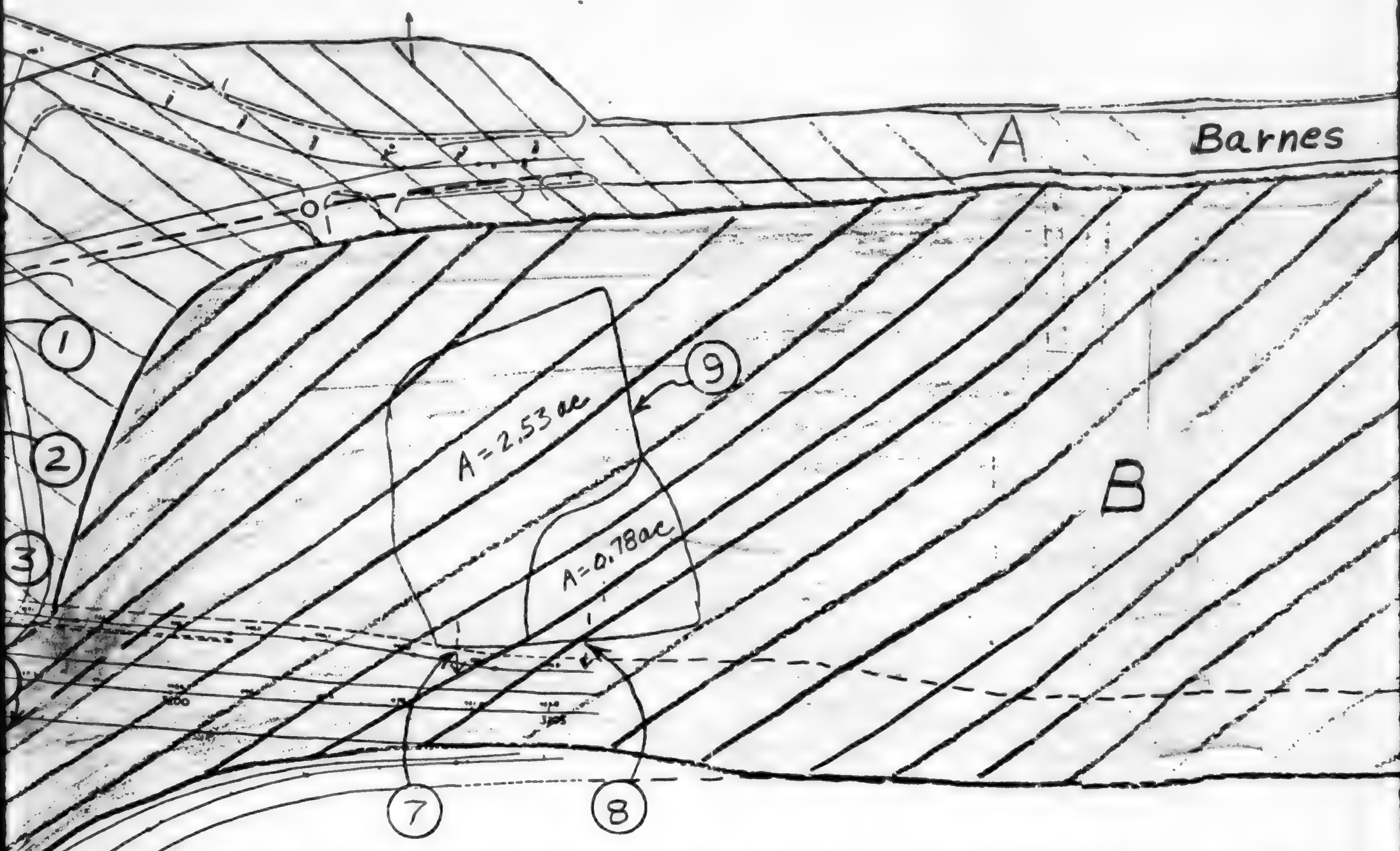
The 10-Year Flood Was Used For Design

etention Basin Inflow (20.8 cfs) From Area A

etention Basin: 4'deep (Req'd Minimum Volume = 80,000 ft³) With Bottom Ele

etention Basin Outflow (3.2 cfs) Controlled By 8" dia. O

etention Basin Inflow From Area B + 3.2 cfs



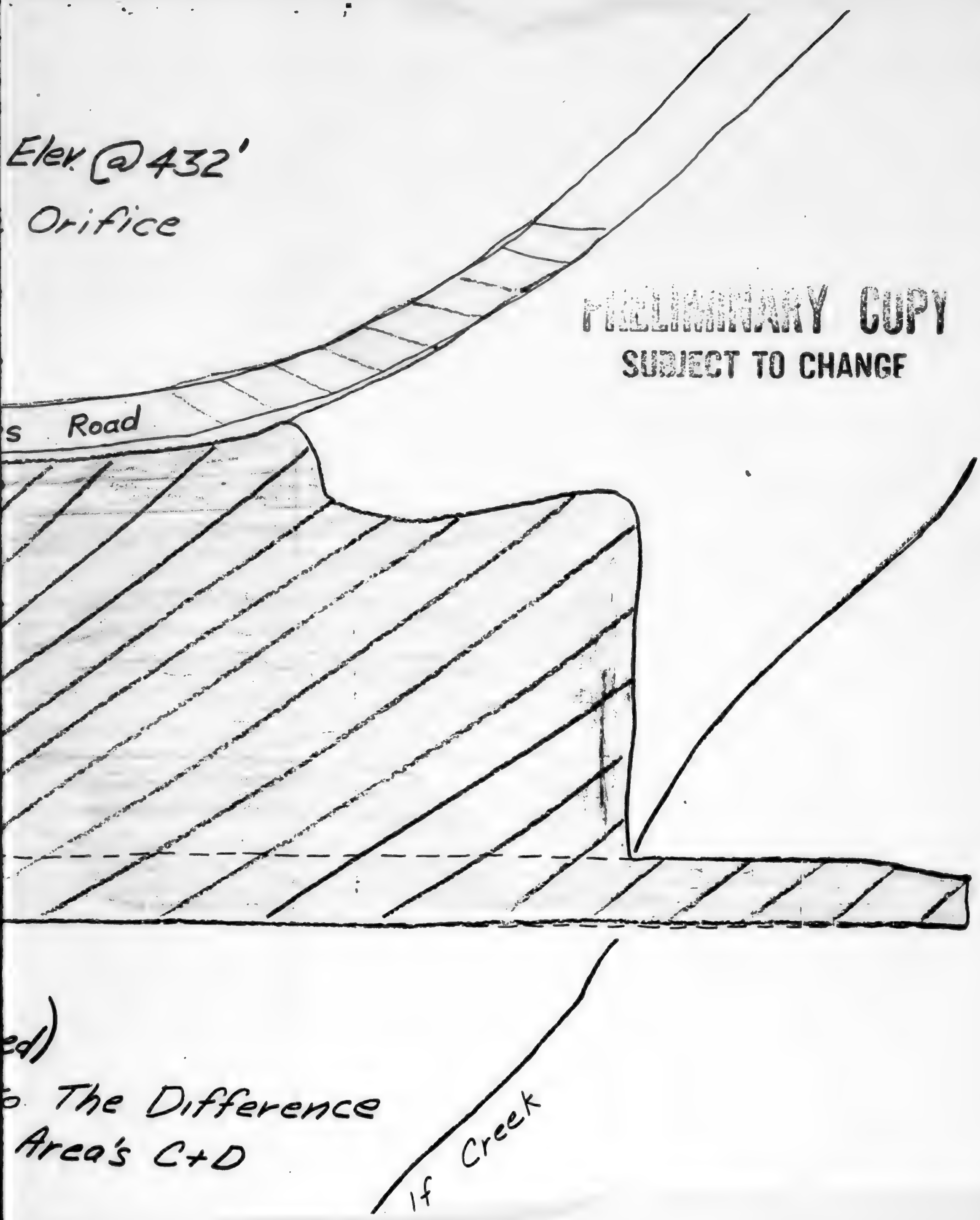
⑤ Detention Basin: 4'deep (Minimum Size To Be Determined)

⑥ Detention Basin Outflow is Limited to Between 26cfs And The Runoff From Ar

⑦ $Q_{25\text{-}yr}$ = 2.8 cfs

⑧ Q_{25yr} = 1.0 cfs ...

⑨ Suntek II


Elev. @ 432'
Orifice
s Road
ed)
o The Difference
Area's C+D
lf Creek

PRELIMINARY COPY
SUBJECT TO CHANGE

STATE OF OREGON

INTEROFFICE MEMO

TO: Duane Christensen
Road Design Engineer

DATE: October 14, 1986

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

J B Boyd

SUBJECT: Drainage Area
Beaverton-Tigard
Interchange Section
Sunset Highway
Washington County
FAP No. IX-27-2(14)

½ Don

RECEIVED
OCT 1 5 1986
ROAD DESIGN
SECTION

RDE
FDE
SE
LE
LFE
GTE
PDE
PDS
BPM

LPC
LA
LDS
RWD
PLC
OFFICE
Copy All
Return To

Attached is a sketch map showing an area adjacent to the Sunset Business Park. This area is presently being used as an improvised detention basin and is going to cause us maintenance problems in the future.

The fill was poorly consolidated and most of the drainage coming from Barnes Road is entering the area and sinking into the unconsolidated fill. The water will obviously cause a problem in the future if it is entering our base rock and pavement surface downhill.

Would you please review the drainage in this general area and see if there is any correction possible. If the drainage did not exist at this particular location it would appear that the area outlined in yellow could be disposed of as surplus.

Tom
Review w/ designer and if necessary we could look at on Thursday.
Wayne

JBB:jh

cc: Rick Kuehn
Dave Willhite
Lou Schwab
Erik Ingebretson

10/17/86

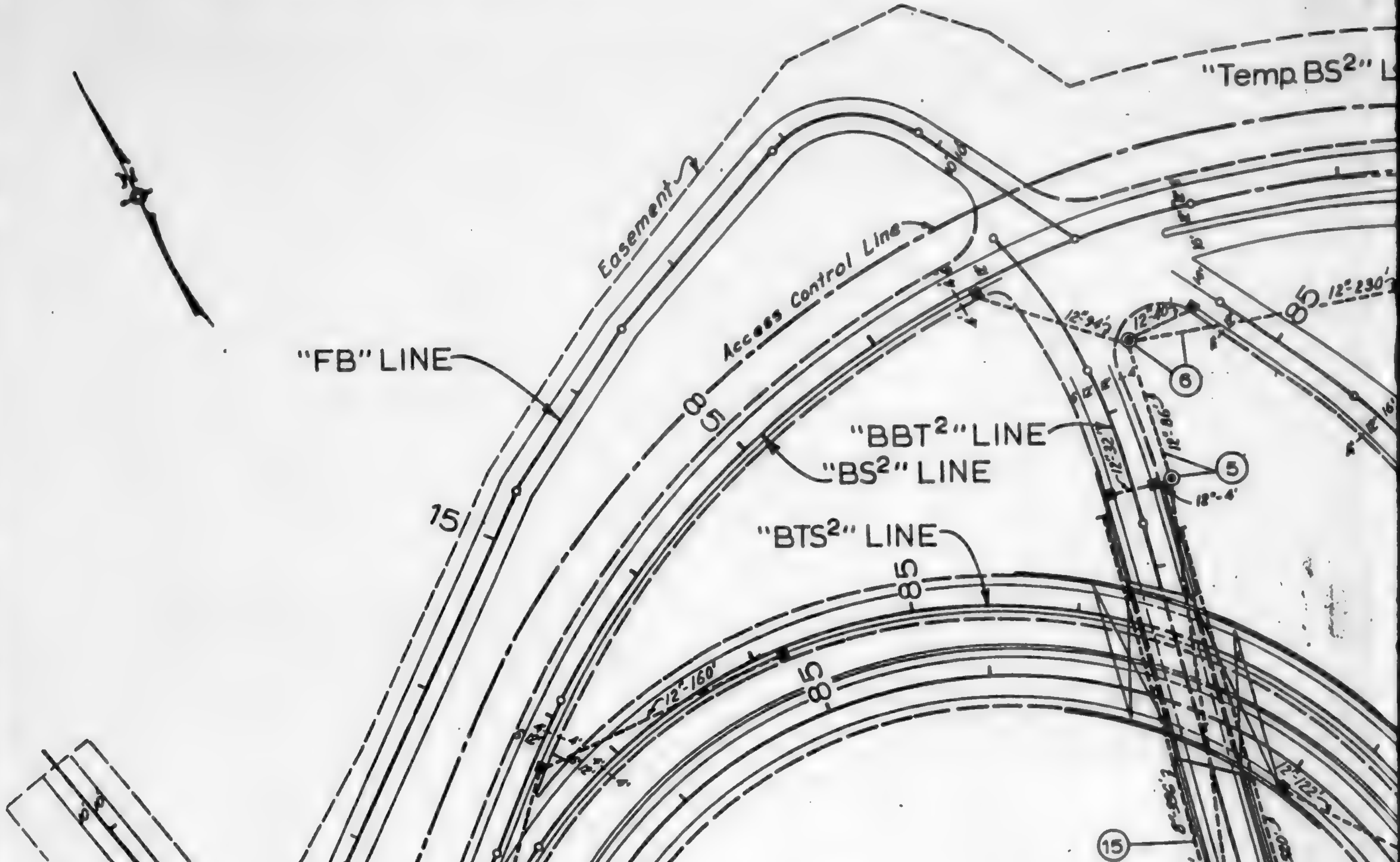
Wayne -
Please have designer review to see how we can eliminate detention basin and thereby free up property. Need to resolve soon so work can be done under contract. Don

Let me know results so we can advise Boyd.

81-125-1367

Sec. 2, T.1S., R.1W., V

Abandon Extg. Culv. Pipe Shown Thus:


"Temp BS²" L
Easement
Access Control Line
"FB" LINE
15
85
"BBT²" LINE
"BS²" LINE
"BTS²" LINE
85
85
12"-160'
12"-120'
12"-96'
12"-230'
12"-94'
12"-81'
12"-86'
12"-32'
18"-4'
12"-122'
12"-350'
12"-38'
15"-300'
12"-260'
"SBT²" LINE
R/W
①
②
③
④
⑤
⑥
⑧
⑮
⑮
90
80
"BBT³" LINE
"L"

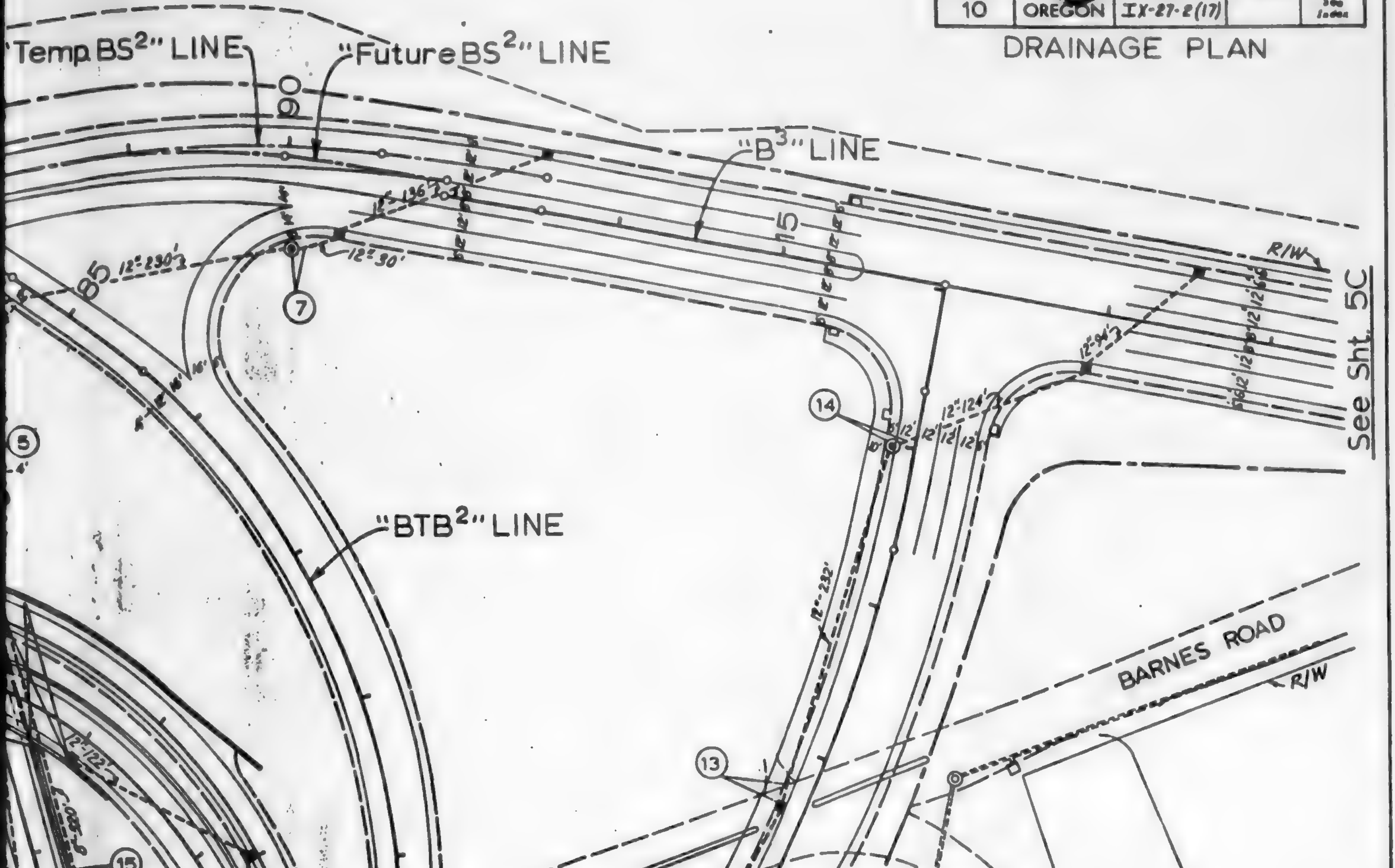
See Sht. 5A-3

2, T.1S., R.1W., W.M.

18V-17

BEAVERTON/TIGARD HWY. INTCHGE. SEC. SUNSET HIGHWAY WASHINGTON COUNTY				SHEET No. 5B4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IX-27-2(17)		See Index

DRAINAGE PLAN


"Temp. BS2" LINE
"Future BS2" LINE
90
"B3" LINE
15
R/W
See Sht. 5C
85
12"-230'
12"-136'
12"-30'
7
14
12"-124'
12"-94'
5
"BTB2" LINE
12"-232'
BARNES ROAD
R/W
13
12"-122'
15
12"-38'
90
90
90
90
12"-210'
12
Access Control Line
Detension Basin
8
12"-186'
12"-78'
12"-300'
10
11
12"-65'
12"-126'
3195
3
9
Ease
R/W
"L" LINE
"PB2" LINE
"SPB2" LINE
Sht. 5A-3

① See Sht. 5B-5, Note

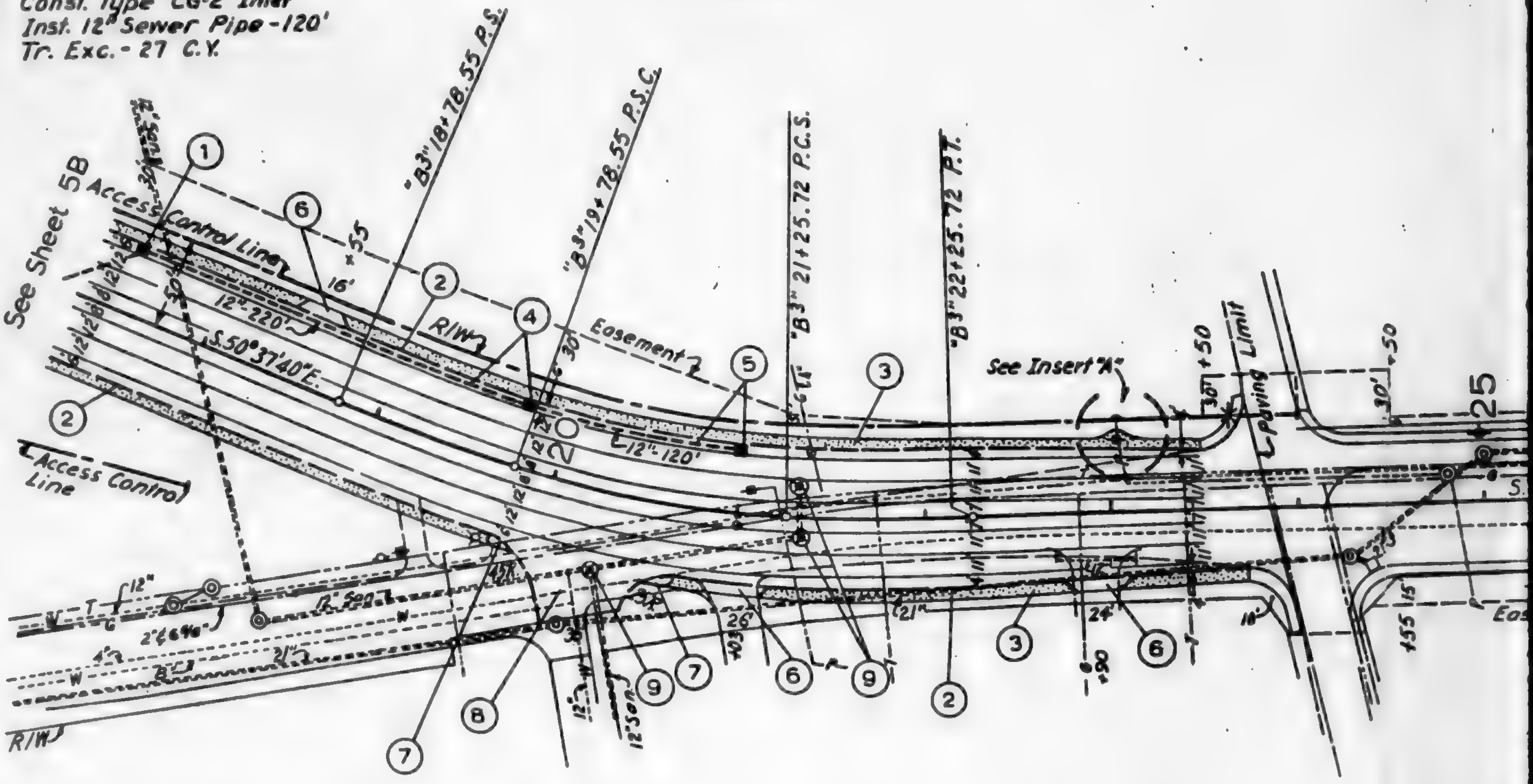
② Const. Type "C" Curb

③ Const. P.C. Conc. Walk

④ Sta. "B3" 19+75
Const. Type "CG-2" Inlet
Inst. 12" Sewer Pipe - 220'
Tr. Exc. - 61 C.Y.

⑤ Sta. "B3" 21+00
Const. Type "CG-2" Inlet
Inst. 12" Sewer Pipe - 120'
Tr. Exc. - 27 C.Y.

10° C.L.
Δ 24° 43' 00"
T 175.69'
2-100' Sp.
S 5° 00'
a 10
e 0.076'/Ft.

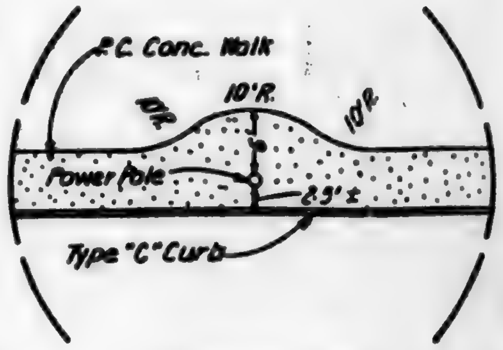

See Sheet 5B
Access Control Line
"B3" 18+78.55 P.S.
"B3" 19+78.55 P.S.C.
"B3" 21+25.72 P.C.S.
"B3" 22+25.72 P.T.
S.50°37'40"E.
12"-220'
12"-120'
R/W
Easement
See Insert "A"
Paving Limit
Access Control Line
R/W
12" San.
20
25
+55
+50
-50
30'
16'
21"
24"
26'
1
2
3
4
5
6
7
8
9

⑥ Const. Type "A" Dwys. - 3 (Total)
Drg. No. 2077 B

⑦ Const. Sidewalk Ramps - 2 (Total)

⑧ Const. Street Connection

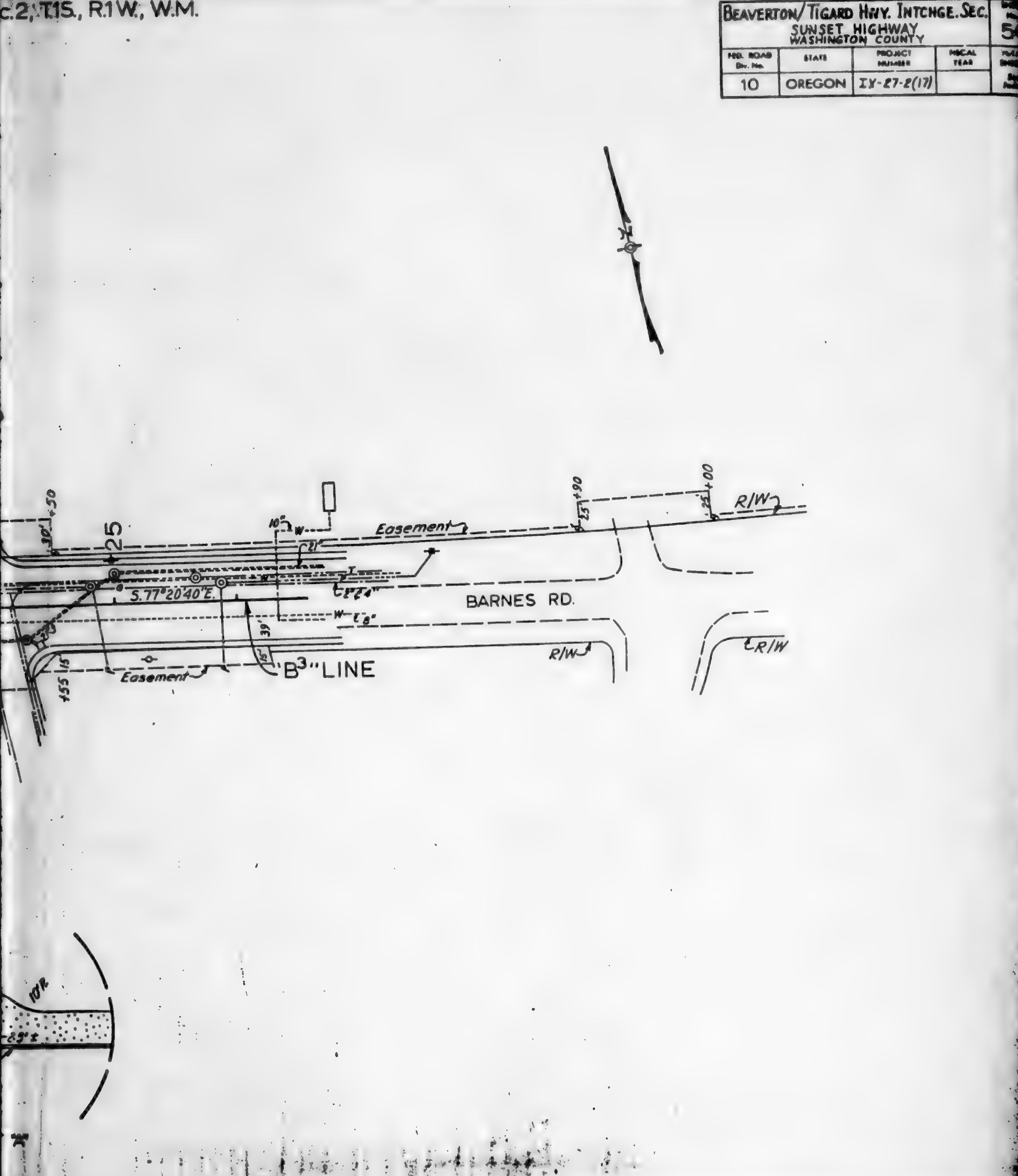
⑨ Adjust Existing Manholes - 3 (Total)
(For Details, See Sht. 2B)


P.C. Conc. Walk
10' R.
10' R.
10' R.
Power Pole
2.5' ±
Type "C" Curb

INSERT "A"

18V-17

BEAVERTON/TIGARD HWY. INTCHGE. SEC. SUNSET HIGHWAY WASHINGTON COUNTY			
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON	IX-27-2(17)	


c.2, T1S., R1W., W.M.
25
+50
30'
+90
25'
+00
25'
R/W
10°
W
Easement
21'
S.77°20'40"E.
"B4"
BARNES RD.
W
"B"
39'
15'
155
15'
Easement
"B3" LINE
R/W
R/W
10'R

.jc

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-27-2(17)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00026

2A. COUNTY NAME Washington

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE September 15, 1986

8. FEDERAL ROUTE NUMBER FAP 27

9. STATE ROUTE NUMBER 47

10. GENERAL LOCATION:
Beaverton - Tigard Highway Interchange

11. GENERAL DESCRIPTION OF WORK
Project monumentation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 9/15/86 as requested in Mr. Fredrickson's letter of 11/7/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 10 is approved to a TEC of $12,000; Federal Funds $10,200.

RECEIVED
STATE HWY ENGR
DEC 2 '86
REFER TO
Potter
FOR
Info Inves R/D D/R Sign Act File

Orig. to
12/2

14. DATE 12/1/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: Steve Lindland
Engineering Unit Supervisor

DATE: November 21, 1986

FROM: Cam Gilmour, Manager
Environmental Section Cam

SUBJECT: Beaverton/Tigard Highway Interchange
Proposed Noise Barrier
Sunset Highway
Washington County

NOTED
E. S. HUNTER

On Wednesday, November 19, I reviewed with Ed Hunter our recommendation to construct a sound wall to mitigate noise impacts occurring at five residences located east of the noise barrier previously constructed in conjunction with the Beaverton/Tigard Highway Interchange project. After a detailed review, Ed concluded there was not sufficient justification to spend the estimated $85,000 for a noise barrier. The reasons for this denial were twofold: 1) the before-construction and after-construction noise condition does not substantially change, and 2) the existing noise level at some of the receivers is below the FHWA criterion of Leq 67 dBA.

You should revise the Noise Study Report dated October 1986 to reflect this decision made on the proposed mitigation, and sent it to Rick Kuehn for his use in responding to the property owners.

leb

Attachment

cc: E. S. Hunter
Rick Kuehn

RECEIVED
STATE HWY ENGR
NOV 24 '86
REFER TO
FOR

Info	Inve.	R/D	D/R	Sign	Act	File

81-125-1387

CL 1986-0321

9865

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 12 1986
BARBARA ROBERTS
SECRETARY OF STATE

November 7, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9865

Weiss, DesCamp, Botteri & Huber
Attorneys at Law
2300 U.S. Bancorp Tower
111 SW Fifth Avenue
Portland, OR 97204

We have received the Notice of Claim dated October 27, 1986, on behalf of Willamette Painting Co., against the following Highway Division contract:

FILED BY:	Willamette Painting Co.
AMOUNT:	$13,055.00
FOR:	Labor and materials
AGAINST (PRIME CONTRACTOR):	Roadway Constructors Corporation & R. A. Hatch Co., a JV
SUBCONTRACTOR:	Douglas S. Coats, Inc.
CONTRACT NO.:	9865
PROJECT:	Beaverton-Tigard Highway Interchange, Sunset Highway, Washington County
SURETY:	The American Insurance Company
AGENT:	Corroon and Black

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been settled.

RECEIVED
NOV 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Fran Neavoll
COMMISSION SERVICES

cc: Roadway Constructors Corp.
& R. A. Hatch Co. a JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon and Black
P.O. Box 8699
Portland, OR 97207

NOTED ON CARD
11-13-86cc

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

RECEIVED
OCT 31 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

October 27, 1986

CERTIFIED MAIL - RETURN
RECEIPT REQUESTED

Roadway Constructor's
Corp./R. A. Hatch Co.,
a Joint Venture
3500 S. W. Bond
Portland, Oregon 97201

and

Secretary of State
State Capitol Building
Salem, Oregon 97310

From:

WEISS, DesCAMP, BOTTERI & HUBER
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW
2300 U S BANCORP TOWER
111 S W FIFTH AVENUE
PORTLAND, OREGON 97204

NOTICE OF BOND CLAIM

To: State of Oregon Department of Transportation, Commission Services, Room 121, Transportation Building, Salem, Oregon 97310

NOTICE hereby is given that the undersigned Willamette Painting Co. has a claim for labor and materials furnished by Willamette Painting Co., in the sum of thirteen thousand fifty five dollars ($13,055.00), against the bond taken from Roadway Constructor's Corp. and R. A. Hatch Co., a Joint Venture, as principal, and American Insurance Company as surety for the work of painting on the Beaverton-Tigard Interchange, Portland, Washington County, Oregon, under original contract 9865. Such material and labor was supplied to Douglas S. Coats, Inc. a subcontractor to Roadway Constructor's Corp./R. A. Hatch Co., a Joint Venture.

Dan E. Ward,
President of Willamette
Painting Co.

cc: Douglas S. Coats
10841

CL 1986-0315

FILED
OCT 27 1986
BARBARA ROBERTS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 24, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9865

Anderson's Erosion Control, Inc.
P.O. Box 205
Junction City, OR 97448

Attention: Clara Fay Anderson
President

We have received your letter dated October 17, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Anderson's Erosion Control, Inc.
AMOUNT:	$7,821.92
FOR:	Labor and materials
AGAINST (PRIME CONTRACTOR):	Roadway Constructors Corporation & R.A. Hatch Co., a JV
CONTRACT NO:	9865
PROJECT:	Beaverton-Tigard Highway Interchange Section, Sunset Highway, Washington County
SURETY:	The American Insurance Company
AGENT:	Corroon and Black

We will advise the surety, agent and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been settled.

RECEIVED
OCT 28 1986
COMMISSION SERVICES

George Bell
Assistant Director

cc: Roadway Constructors Corporation
& R.A. Hatch Co., a JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon and Black
P.O. Box 8699
Portland, OR 97207

NOTED ON CARD
CC
11/3/86

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

731-0108(10-80)

Anderson's
EROSION CONTROL
INC.

P.O. Box 205
Junction City, Oregon 97448
Phone (503) 998-2062

October 17, 1986

Manager
Oregon Transportation Commission Services
Department of Transportation
121 Transportation Building
Salem, OR 97310

To Oregon State Department of Transportation:

Notice is hereby given that the undersigned ANDERSON'S EROSION CONTROL, INC. has a claim for furnishing labor and materials for seeding, fertilizing and mulching in the sum of $ 7,821.92 against the bond taken from the principle ROADWAY CONSTRUCTORS CORP., FORMALLY RAILCO MULTI CONST., INC. AND R.A. HATCH CO., A JOINT VENTURE whose surety is AMERICAN INSURANCE CO. for work on Beaverton - Tigard Interchange, Oregon State Department of Tansportation Contract No. 9865

Clara Fay Anderson
Clara Fay Anderson
President

cc: Roadway Constructors, Inc. and
R.A. Hatch Co. (A Joint Venture)

American Insurance Co.

RECEIVED
OCT 20 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

member of international erosion control association, inc.

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-27-2(17)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Washington
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 00026
6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE September 22, 1986
8. FEDERAL ROUTE NUMBER FAP 27
9. STATE ROUTE NUMBER 47

10. GENERAL LOCATION:

Beaverton - Tigard Highway Interchange

11. GENERAL DESCRIPTION OF WORK

Relocate the fire department connection

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 9/22/86 as requested in Mr. Fredrickson's letter of 10/23/86 as being cost effective for the use of Wyatt Fire Protection, Inc. forces to proceed with the above work.

State Force Order No. 11 is approved to a TEC of $2,880; Federal Funds $2,448.

RECEIVED
STATE HWY ENGR
NOV 6 '86
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
11/6

14. DATE 11/4/86
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1865 CL 1986-0296

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 6 1986
BARBARA ROBERTS
SECRETARY OF STATE

October 3, 1986

In Reply Refer To
File No.:
CON 5 - 9865
CON 5 - 9953
CON 5 - 9928

Dan Ramberg Trucking
254 SW Martine Court
Troutdale, OR 97060

We have received your letter of September 23, 1986, filing claims against the following Highway Division contracts; however, on September 30 you wrote that Road Constructors have paid you.

FILED BY:	Dan Ramberg Trucking
PRIME CONTRACTORS:	Roadway Constructors Corporation and R. A. Hatch Co. A JV
CONTRACT NO.:	9865
PROJECT:	Beaverton-Tigard Highway Interchange, Sunset Highway, Washington County
CONTRACT NO.:	9953
PROJECT:	Jct. Sunset Hwy.-Jct. Pacific Hwy. Section, Beaverton-Tigard Highway, Washington County
SURETY:	The American Insurance Company
AGENT:	Corroon & Black of Oregon
AMOUNT OF CLAIM:	$3,861

FILED
OCT 6 1986
BARBARA ROBERTS
SECRETARY OF STATE

COPY

PRIME CONTRACTOR:	Mocon Corporation
SUBCONTRACTOR:	Roadway Constructors Corporation
CONTRACT NO.:	9928
PROJECT:	Park Place-Clackamas Community College Section, Cascade Highway South, Clackamas County
SURETY:	United Pacific Insurance Company
AGENT:	Fred S. James & Co. of Oregon
AMOUNT OF CLAIM:	$5,328

Thank you for letting us know so we can clear our records.

George Bell
Assistant Director

bc: Roadway Constructors Corporation
and R. A. Hatch Co. A JV
P. O. Box 6179
Bend, OR 97708

The American Insurance Company
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

Corroon and Black of Oregon
P. O. Box 8699
Portland, OR 97201

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue South C-3000
Federal Way, WA 98003

Fred S. James & Co. of Oregon
1605 Liberty Street SE
Salem, OR 97302

✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
OCT 07 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible] S.W. [illegible] Ct.
Troutdale, OR 97060
(503) 665-2908

Dear Lorn, Sept. 30, 86

Please disregard the letter I sent you last week, as I have been paid by Roadway Const.

Roadway still owes me for one days work in Sept and if I have trouble collecting that, I will let you know.

I am sorry for work you may already have done on my behalf.

Many Thanks,
Don

RECEIVED
OCT 02 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Troutdale, OR 97060
(503) 665-2908

Ms. Fran Neavoll
Commission Services
Transportation Bldg.
Salem, OR. 97310

Sep. 23, 1986

Dear Fran:

Pursuant to the instructions I received by phone from Sandy in your office, I wish to make claim against the performance bond of Roadway Constructors Corp. also dba AFAB, EMPCO, Quality Paving and Roadway-Hatch a joint venture.

My claim includes three Highway division contract and breaks down as follows:

Contracts 9953 and 9865 in which Roadway was the prime contractor.These contracts include Pacific Hwy jct., Beaverton-Tigard Hwy., and the Sunset Hwy.

TOTAL CLAIM..................... $3861.00

Contract 9928 in which Mocon const. is the prime contractor and Roadway is a sub-contractor for asphalt paving. This contract includes the Cascade Hwy at Park Place in Clackamas County.

TOTAL CLAIM....................$1467.00
TOTAL OF BOTH CLAIMS..................$5328.00

I contacted Mocon (Wade) regarding the latter of these claims in which they are the prime contractor to see if they were interested in paying my claim and deducting it from what they pay Roadway, but they were not.

Copies of my bills to Roadway are attached. Thank you for your help.

Sincerely:

Dan Ramberg

P.S. Sandy was EXTREMELY helpful to me when I talked to her. Please pass my thanks along to her. She is an asset to your office.

RECEIVED
SEP 25 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DAN RAMBERG TRUCKING
254 S.W. Martine Ct.
Troutdale, OR 97060
(503) 665-2908

Date JULY 31 19 86

o ROADWAY-HATCH

ddress 3500 S.W. BOND

ty PORTLAND, OR. 97201

E	TIMESHEET #	JOB #			AMOUNT
1/86	6407	#8915			252 00
1/86	6431	8915			306 00
2/86	6432	8915			360 00
2/86	6408	8915			405 00
3/86	6409	8915			234 00
3/86	6433	8915			243 00
7/86	6411	8915			315 00
7/86	6410	8915			315 00
8/86	6434	8915			324 00
8/86	6412	8915			252 00
9/86	6413	8915			279 00
		total due			$3,285 00
		THANK YOU!!!			

XFORM
882

STATEMENT

DAN RAMBERG TRUCKING
254 S.W. Martine Ct.
Troutdale, OR 97060
(503) 665-2908

Date JULY 31 19 86

To QUALITY PAVING

Address 3500 S.W. BOND

City PORTLAND, OR. 97201

DATE	TIMESHEET #	JOB #			AMOUNT
7/12/86	6414	8920			288 0
7/12/86	6435	8920			288 00
		total due.....			$576 00
		THANK YOU!!!			

RECEIVED
SEP 25 1986
COMMISSION
DEPARTMENT OF TRANSPOR
SERVICES

REDIFORM
8K 882

STATEMENT

AN RAMBERG TRUCKING
254 S.W. Martine Ct.
Troutdale, OR 97060
(503) 665-2908

Date AUG. 30 1986

ROADWAY CONSTRUCTORS

ddress 3500 S.W. BOND

ty PORTLAND, OR. 97201

TE	TIMESHEET #	JOB #	AMOUNT
3/86	6461	8256	315 00
1/86	6462	8256	297 00
2/86	6463	8256	252 00
13/86	6465	8256	315 00
		TOTAL DUE.....	$1,179 00

THANK YOU!!!!

RECEIVED
SEP 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM
882

STATEMENT

This work [illegible]
in Sept [illegible]
[illegible] billed [illegible]
included [illegible]
claim

Nº

Y TIME SHEET

DAN RAMBERG TRUCKING
254 S.W. Martine Ct.
Troutdale, OR 97060
(503) 665-2908

ENDII

BEGII

FUEL ______ City ______ Zip ______

Driver Jim Bridges Date 9-11-86

Truck No. 77 Trailer No. ______ Capacity ______ ton/yard

Rate $ 36.00 per hour / ton / yard / other ______

Contractor or Employer Roadway Constructors

Address ______

City #8256

Job Location Oregon City By Pass

Time Started 8:30 Lunch 0 Time Finished 4:30

Down Time 0 Driver's Time 8 hrs

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
B-Mix	Western Pac	By Pass	8	8 hrs
		$288.00		
		TOTALS	8	8 hrs

Driver's Signature Jim Bridges

This account due and payable on the 10th day of the month following the date hereof.

The parties expressly agree by their signatures hereto that interest shall accrue at the rate of 10% per annum on all past due accounts.

If this account is placed in the hands of an attorney for collection the Contractor/Employer agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even though no suit or action is filed on this account; however, if suit or action is filed, the amount of such reasonable attorney fees shall be fixed by the court.

A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statues, Chapter 87.

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below

Not responsible for damage behind curb line.

Signature

WHITE - Original YELLOW - Billing PINK - Driver GOLDENROD - Job

12-3

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No :
CON 5
9865

RECEIVED
STATE HWY ENGR
OCT 27 '86
REFER TO
FOR
Info | Inves | R/D | O/R | Sign | Act | File

DATE: September 10, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-27-2(17)

Contract 9865, Work Completed August 20, 1986

Project Beaverton/Tigard Highway Interchange

Highway Sunset

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date August 20, 1986

G. K.
for Dale E. Wilken
Division Administrator

NOTED
LARRY RULIEN

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

CPC/FL4

RECEIVED
SEP 11 1986
OREGON DIVISION

Form 734-3122

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-27-2(17)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00026

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE September 5, 1986

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:
Beaverton - Tigard Highway Interchange

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested in Mr. Potter's letter of 8/26/86 we approve the Program Change to joint finance the subject project utilizing Appn Code 178 funds.

This change will require the following revision:

1. Appn Code ----- add 178 funds

RECEIVED
STATE HWY ENGR
SEP 11 '86
REFER TO
Potter
FOR
Info Inves R/D

14. DATE 9/9/86

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: August 26, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 0026
Project No. IX-27-2(17)
Beaverton/Tigard Highway Interchange
Washington County

I request your approval of a program change to joint finance the subject project utilizing appn code 178 funds. This change will require the following revisions:

1) Add Appn Code 178

Revisions in financing are as indicated on the attached agreement.

RLC:me
Attachment
cc: R. Oakes
W. Schulte, Region 1
Jan Peterson
General Files

Form 734-3122

9/

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Ted Spence
Region 1

ORIGINAL SIGNED BY
GARY A. POTTER

DATE: August 26, 1986

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System

As indicated, I have requested obligation of additional federal funds from FHWA on federal-aid project number IX-27-2(17) Beaverton/Tigard Highway Interchange in the amount shown:

Current Obligation	Present Estimate	Increase
$6,805,060.00	$6,532,394.00	$272,666.00

Please arrange for updating of MSD's records to show this change.

RLC:me
cc: Gary Zehner, w/attach.
Wayne Schulte, w/attach.
General Files ✓

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-27-2(17)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00026

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
AUG 28 '86
REFER TO
Potter
Info Inves R/D

7. DATE AUTHORIZATION EFFECTIVE August 1, 1986

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:

Beaverton - Tigard Highway Interchange

11. GENERAL DESCRIPTION OF WORK

Signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 8/1/86 as requested in Mr. Fredrickson's letter of 8/12/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 9 is approved to a TEC of $8,350;
Federal Funds $7,097.

14. DATE 8/26/86

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc cc: OSHD (Rulien)

STATE COPY 2

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION

☐ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

☒ FINAL INSPECTION

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP 4 '86
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

REGION NO. 10	REPORT NO. 8	COUNTY Washington	DIVISION Oregon 9/5

IN COMPANY WITH
Bob Heard, Dave Wilhite and Marion Craft; OSHD

DATE OF INSPECTION 8-20-86	INSPECTION MADE BY T. P. Lowe, Area Engineer and James M. Klamerus, Highway Engineer Trainee	PROJECT NO. IX-27-2(17)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 99 %	WORK COMPLETED 100 %

BEAVERTON - TIGARD INTERCHANGE
SUNSET HIGHWAY
Grading, Paving, Structure, Signing & Signals

This project provided for a completely new interchange at the subject location. The advance construction signs and regulatory 45 MPH speed limit signs were up at the time of the final inspection. The project manager advised he will remove these signs following the final inspection.

The contractor completed the project in 739 days. With approved extensiuons the contract allowed 744 days.

The project manager currently estimates the final construction to be $8,142,000, approximately 1% over the authorization. Construction engineering costs of $709,000 also overrun the authorization of approximately 1%.

The project manager advised there were four pending claims concerning the following; 1) solid rock and the bridge footing excavation, 2) staging, 3) TP & D, and 4) asphalt cement. Resolution of these claims will be addressed following the State's analysis.

As part of this project the State added some temporary GM barrier between Barnes Road and the Sunset Highway. The barrier is the pin and loop type and sits on top of the concrete curb. The State expects a development in this area will fill a hole that presently exists and therefore the need for long term barrriers is not likely. Metal beam type guardrail would have been more appropriate, however a main gas line is located in this area requiring the use of the GM barrier. We questioned the height of the barrier. The barrier sitting on top of the curb gives it approximately 6 inches higher vertical face at the bottom. I prefer the curb removed and the barrier set on the pavement grade. The project manager will check with the State's design and traffic section to determine if there is any justification for leaving the barrier on top of the curb, if not, they will remove the barrier, the curb, and reset the barrier flush with the pavement.

The project manager advised that three signal control cabinets have been rejected. He said he had written a letter to the contractor directing him to replace them.

During the inspection we noted several locations where additional permanent signing appeared appropriate. The project manager agreed to have the Region traffic engineer go over the project one more time concerning these locations. I expect minor sign additions will be handled with a State Force Order.

Asphaltic concrete on this project was accepted under the State's statistical specification. Several penalties were invoked. For Lot 1, which amounted to less than 1500 tons, a pay factor of .767 was computed. Compaction had a pay factor of unity. Lot No. 2, representing approximately 9000 tons, had a composite pay factor of 0.948. Here the gradation parameters exceeded unity, however the asphalt content, moisture content, and compaction parameters received individual pay factors of 0.93, 0.90, and 0.93 respectively. Lot No. 3, containing 20% RAP and representing less than 1500 tons, had a composite pay factor of 1.043. Considering the extremely large number of phases and extremely high traffic volumes under which this project was constructed the ride is good.

This project was constructed in accordance with the contract requirements and therefore acceptance is recommended.

Attachment
Statistical testing computations

- TPL -

STATISTICAL TESTING COMPUTATIONS

SECTION: Beaverton Tigard Hwy Interchge
CONTRACTOR:R.A. Hatch
PROJECT MANAGER: Robert Heard

MIX DESIGN #: 1[illegible]89
COUNTY: Wash
CONT. #: 9865

LOT # 2
MIX CLASS: B w/20% RAP
LIME (%) : 1
PLANT TYPE: DRYER DRUM

ITEM NO.	1	2	3	4	5	6	7	8	9	10
ITEM	1	3/4	1/2	1/4	#10	#40	#200	A.C	MOIST	COMP
WEIGHT	0.333	0.333	0.333	2	4	3	10	25	15	40
USL	1E+09	1E+09	93	71	37	19	7.5	6.2	0.7	1E+09
LSL	100	95	81	59	29	11	3.5	5.2	-1E+09	91
Sublot 1	100	97	84	64	32	14	6.2	5.9	0.3	93.2
Sublot 2	100	99	92	69	32	14	6.6	6	0.42	92.2
Sublot 3	100	99	92	71	34	15	6.3	5.7	0.42	92.9
Sublot 4	100	99	91	72	35	15	6.3	6	0.58	90.4
Sublot 5	100	95	86	66	33	14	6.2	4.8	0.36	92
Sublot 6	100	97	83	64	35	15	6.3	5.4	0.28	92
Sublot 7	100	99	88	68	32	14	6.3	5.2	0.34	92
Sublot 8	100	98	85	69	35	15	6.4	5.5	0.3	92.1
Sublot 9	100	97	83	65	34	15	6.2	5	0.3	90.3
Sublot 10	100	99	86	65	35	15	7.5	5.6	0.22	90
Sublot 11	100	99	89	69	34	15	6.6	5.8	0.2	91
Sublot 12	100	98	88	65	35	15	6.4	6	0.35	92
Sublot 13	100	98	88	65	35	15	6.2	5.5	0.24	89.2
Sublot 14	100	98	83	59	32	14	5.9	5.2	0.18	94.5
Sublot 15	100	99	87	63	35	14	6.2	5.5	0.21	91.7
Sublot 16	100	100	92	63	35	15	6.4	5	0.26	93.7
Sublot 17	100	99	88	65	37	15	6.9	5.5	0.2	92.6
Sublot 18	100	97	83	58	32	13	5.7	5.2	2.3	92
SUM X	1800	1767	1568	1180	612	262	114.6	98.8	7.46	1653.8
SUM X^2	180000	173485	136768	77588	20846	3820	732.12	544.62	7.0254	151977
SAMPLES	18	18	18	18	18	18	18	18	18	18
MEAN	100	98.166	87.111	65.555	34	14.555	6.3666	5.4888	0.4144	91.877
ST. DEV	0	1.2004	3.2338	3.6977	1.4950	0.6156	0.3834	0.3692	0.4810	1.3264
Qu	1E+09	8E+08	1.8210	1.4723	2.0065	7.2185	2.9553	1.9258	0.5936	8E+08
Ql	1E+09	2.6378	1.8897	1.7728	3.3442	5.7748	7.4753	0.7823	2E+09	0.6617
Pu	100	100	98	94	99	100	100	98	72	100
Pl	100	100	98	97	100	100	100	78	100	75
Pt	100	100	96	91	99	100	100	76	72	75
Itm Factor	1.05	1.05	1.04	1.02	1.04	1.05	1.05	0.93	0.90	0.93
Pay Factor	0.350	0.350	0.346	2.040	4.160	3.150	10.500	23.250	13.500	37.200

Date of Printout 20-Aug-86

COMPOSITE PAY FACTOR 0.948

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Date of Printout 20-Aug-86


                  STATISTICAL TESTING COMPUTATIONS
                                                          84-       LOT #              3
SECTION:   Beaverton Tigard Hwy Interchge     MIX DESIGN #: 10516     MIX CLASS:  B w/20% RAP
CONTRACTOR:R.A. Hatch                         COUNTY:       Wash      LIME (%) :         0
PROJECT MANAGER:  Robert Heard                CONT. #:      9865      PLANT TYPE: DRYER DRUM

 ITEM NO.       1       2       3       4       5       6       7       8       9      10
  ITEM          1     3/4     1/2     1/4     #10     #40    #200     A.C   MOIST    COMP
 WEIGHT     0.333   0.333   0.333       2       4       3      10      25      15      40
   USL      1E+09   1E+09      93      71      36      19       7     6.1     0.7   1E+09
   LSL        100      95      81      59      28      11       3     5.1  -1E+09      91

Sublot 1      100      99      86      63      32      16     6.2     5.7    0.04    93.6
Sublot 2      100      99      89      65      32      17     6.8     5.8    0.07    92.5
Sublot 3      100      99      89      61      31      16     7.2     5.5    0.08    93.5

  SUM X       300     297     264     189      95      49    20.2      17    0.19   279.6
 SUM X'2    30000   29403   23238   11915    3009     801  136.52   96.38  0.0129  26059.
 SAMPLES        3       3       3       3       3       3       3       3       3       3
  MEAN        100      99      88      63  31.666  16.333  6.7333  5.6666  0.0633    93.2
 ST. DEV        0       0  1.7320       2  0.5773  0.5773  0.5033  0.1527  0.0208  0.6082
   Qu       1E+09   1E+09  2.8867       4  7.5055  4.6188  0.5298  2.8368  30.584   2E+09
   Ql       1E+09   1E+09  4.0414       2  6.3508  9.2376  7.4173  3.7097   5E+10  3.6167
   Pu         100     100     100     100     100     100      65     100     100     100
   Pl         100     100     100     100     100     100     100     100     100     100
   Pt         100     100     100     100     100     100      65     100     100     100

Itm Factor   1.05    1.05    1.05    1.05    1.05    1.05    0.98    1.05    1.05    1.05
Pay Factor  0.350   0.350   0.350   2.100   4.200   3.150   9.800  26.250  15.750  42.000


 COMPOSITE  1.043
PAY FACTOR
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Date of Printout 20-Aug-86

STATISTICAL TESTING COMPUTATIONS

SECTION: BEAVERTON-TIGARD INTCHGE
CONTRACTOR:R.A. HATCH
PROJECT MANAGER: ROBERT HEARD

85-
MIX DESIGN #: 18080
COUNTY: WASHINGTON
CONT. #: 9865

LOT # 1
MIX CLASS: "C" A/C
LIME (%) : 0
PLANT TYPE:

ITEM NO.	1	2	3	4	5	6	7	8	9	10
ITEM	1	3/4	1/2	1/4	#10	#40	#200	A/C	H20	COMPACT
WEIGHT	0.3333	0.3333	0.3333	2	4	3	10	25	15	40
USL	1E+09	1E+09	1E+09	72	36	17	6.7	6.6	0.7	1E+09
LSL	-1E+09	100	95	60	28	9	2.7	5.6	-1E+09	91
Sublot 1		100	97	67	33	14	6.1	4.8	0.14	
Sublot 2		100	100	66	34	13	5.1	4.8	0.14	
Sublot 3		100	99	64	34	13	4.8	4.8	0.12	
SUM X	0	300	296	197	101	40	16	14.4	0.4	0
SUM X^2	0	30000	29210	12941	3401	534	86.26	69.12	0.0536	0
SAMPLES	0	3	3	3	3	3	3	3	3	0
MEAN	0	100	98.666	65.666	33.666	13.333	5.3333	4.8	0.1333	0
ST. DEV	0	0	1.5275	1.5275	0.5773	0.5773	0.6806	0	0.0115	0
Qu	1E+09	1E+09	7E+08	4.1461	4.0414	6.3508	2.0077	1E+09	49.074	1E+09
Ql	1E+09	1E+09	2.4003	3.7097	9.8149	7.5055	3.8686	1E+09	9E+10	1E+09
Pu	100	100	100	100	100	100	100	100	100	100
Pl	100	100	100	100	100	100	100	100	100	100
Pt	100	100	100	100	100	100	100	100	100	100
Itm Factor	1.00	1.05	1.05	1.05	1.05	1.05	1.05	0.00	1.05	1.00
Pay Factor	0.333	0.350	0.350	2.100	4.200	3.150	10.500	0.000	15.750	40.000

COMPOSITE 0.767
PAY FACTOR

Date of Printout 20-Aug-86

STATISTICAL TESTING COMPUTATIONS

SECTION: BEAVERTON-TIGARD INTCHGE
CONTRACTOR: R.A. HATCH
PROJECT MANAGER: ROBERT HEARD

MIX DESIGN #: 85-18080
COUNTY: WASHINGTON
CONT. #: 9865

LOT # 2
MIX CLASS: "C" A/C
LIME (%) : 0
PLANT TYPE: CMI 12000 lbs.

ITEM NO.	1	2	3	4	5	6	7	8	9	10
ITEM	1	3/4	1/2	1/4	#10	#40	#200	A/C	H20	COMPACT
WEIGHT	0.3333	0.3333	0.3333	2	4	3	10	25	15	40
USL	1E+09	1E+09	1E+09	73	37	18	6.7	6.7	0.7	1E+09
LSL	-1E+09	100	95	59	27	8	2.7	5.5	-1E+09	-1E+09
Sublot 1		100	100	70	36	13	5.4	5.4	0.16	
Sublot 2		100	100	68	34	13	4.9	5.8	0.26	
Sublot 3		100	100	67	37	14	5.3	5.6	0.4	
SUM X	0	300	300	205	107	40	15.6	16.8	0.82	0
SUM X^2	0	30000	30000	14013	3821	534	81.26	94.16	0.2532	0
SAMPLES	0	3	3	3	3	3	3	3	3	0
MEAN	0	100	100	68.333	35.666	13.333	5.2	5.6	0.2733	0
ST. DEV	0	0	0	1.5275	1.5275	0.5773	0.2645	0.2	0.1205	0
Qu	1E+09	1E+09	1E+09	3.0550	0.8728	8.0829	5.6694	5.5	3.5392	1E+09
Ql	1E+09	1E+09	1E+09	6.1101	5.6736	9.2376	9.4491	0.5	8E+09	1E+09
Pu	100	100	100	100	77	100	100	100	100	100
Pl	100	100	100	100	100	100	100	65	100	100
Pt	100	100	100	100	77	100	100	65	100	100
Itm Factor	1.00	1.05	1.05	1.05	1.02	1.05	1.05	0.98	1.05	1.00
Pay Factor	0.333	0.350	0.350	2.100	4.080	3.150	10.500	24.500	15.750	40.000

COMPOSITE PAY FACTOR 1.011

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Date of Printout 20-Aug-86

                    STATISTICAL TESTING COMPUTATIONS
                                                        85-       LOT #            3
SECTION:   BEAVERTON-TIGARD INTCHGE       MIX DESIGN #: 18080     MIX CLASS:  "C" A/C
CONTRACTOR:R.A. HATCH                     COUNTY:    WASHINGTON   LIME (%) :        0
PROJECT MANAGER:  ROBERT HEARD            CONT. #:          9865  PLANT TYPE:

ITEM NO.          1       2       3       4       5       6       7       8       9      10
ITEM              1     3/4     1/2     1/4     #10     #40    #200     A/C     H20 COMPACT
WEIGHT       0.3333  0.3333  0.3333       2       4       3      10      25      15      40
USL           1E+09   1E+09   1E+09      72      36      17     6.7     6.6     0.7   1E+09
LSL          -1E+09     100      95      60      28       9     2.7     5.6  -1E+09      91

Sublot 1                    100      99      65      32      12     4.6     5.7    0.38    92.5
Sublot 2                    100      99      64      33      13     4.7     5.8     0.2    92.2
Sublot 3                    100      99      69      36      13     5.4     5.8    0.19    91.7

SUM X             0     300     297     198     101      38    14.7    17.3    0.77   276.4
SUM X'2           0   30000   29403   13082    3409     482   72.41   99.77  0.2205  25465.
SAMPLES           0       3       3       3       3       3       3       3       3       3
MEAN              0     100      99      66  33.666  12.666     4.9  5.7666  0.2566  92.133
ST. DEV           0       0       0  2.6457  2.0816  0.5773  0.4358  0.0577  0.1069  0.4041
Qu            1E+09   1E+09   1E+09  2.2677  1.1208  7.5055  4.1294  14.433  4.1461   2E+09
Q1            1E+09   1E+09   1E+09  2.2677  2.7221  6.3508  5.0471  2.8867   9E+09  2.8042
Pu              100     100     100     100      92     100     100     100     100     100
P1              100     100     100     100     100     100     100     100     100     100
Pt              100     100     100     100      92     100     100     100     100     100

Itm Factor     1.00    1.05    1.05    1.05    1.04    1.05    1.05    1.05    1.05    1.05
Pay Factor    0.333   0.350   0.350   2.100   4.160   3.150  10.500  26.250  15.750  42.000

 COMPOSITE    1.049
PAY FACTOR
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Date of Printout 20-Aug-86


                    STATISTICAL TESTING COMPUTATIONS
                                                             85-      LOT #               4
SECTION:   BEAVERTON-TIGARD INTCHGE                 MIX DESIGN #: 18080   MIX CLASS:  "C" A/C
CONTRACTOR:R.A. HATCH                               COUNTY:   WASHINGTON  LIME (%) :          0
PROJECT MANAGER:  ROBERT HEARD                      CONT. #:        9865  PLANT TYPE: CMI 12000 LB D

 ITEM NO.        1      2       3      4      5      6      7      8      9      10
   ITEM          1    3/4     1/2    1/4    #10    #40   #200    A/C    H20 COMPACT
  WEIGHT    0.3333 0.3333  0.3333      2      4      3     10     25     15     40
    USL      1E+09  1E+09   1E+09     72     36     17    6.7    6.6    0.7  1E+09
    LSL     -1E+09    100      95     60     28      9    2.7    5.6 -1E+09     98

Sublot 1               100     99     69     36     13    5.4    5.8   0.19   98.2
Sublot 2               100     98     66     37     14    5.4    5.7   0.13   97.9
Sublot 3               100     98     60     34     13    5.3    5.4   0.15    100
Sublot 4               100     99     59     34     13    5.4    5.6   0.26  100.8
Sublot 5               100     99     75     36     14    5.6    5.6    0.3   99.4
Sublot 6               100     98     64     35     13    5.5    5.6   0.22   99.3
Sublot 7               100     99     58     32     12    5.2    5.5   0.25   99.6
Sublot 8               100     97     54     30     12    4.9    5.2   0.29   99.4
Sublot 9               100    100     66     38     14    5.7    6.2   0.29  100.3
Sublot 10              100     98     64     37     15    5.7    5.9   0.17   99.1
Sublot 11              100     98     63     36     14    5.9    5.7   0.21  100.8
Sublot 12              100     98     63     36     14    5.5    5.6    0.3   99.1
Sublot 13              100     99     66     36     14    5.8    5.8   0.22   98.8
Sublot 14              100     99     65     34     13    5.6    6.1   0.13   99.9
Sublot 15              100     99     65     34     13    5.5    5.9   0.13   99.9
Sublot 16              100     99     68     37     14      6    5.7   0.18   98.7
Sublot 17              100     98     64     35     13    5.8    4.9   0.21   98.2
Sublot 18              100     98     61     33     13    5.7    5.7   0.14   99.5
Sublot 19              100     99     69     37     14    5.9    6.1   0.26   98.8
Sublot 20              100     99     66     35     13    5.5    6.1   0.15  101.1

  SUM X          0   2000    1971   1285    702    268  111.3  114.1   4.18 1988.8
 SUM X^2         0 200000  194251  82953  24712   3602 620.71 652.83 0.9436 197781
 SAMPLES         0     20      20     20     20     20     20     20     20     20
  MEAN           0    100   98.55  64.25   35.1   13.4  5.565  5.705  0.209  99.44
 ST. DEV         0      0  0.6863 4.5407 1.9439 0.7539 0.2641 0.3153 0.0606 0.8893
    Qu       1E+09  1E+09   1E+09 1.7067 0.4629 4.7749 4.2971 2.8380 8.0904  1E+09
    Ql       1E+09  1E+09  5.1724 0.9359 3.6523 5.8360 10.847 0.3329  2E+10 1.6191
    Pu         100    100     100     96     68    100    100    100    100    100
    Pl         100    100     100     83    100    100    100     63    100     95
    Pt         100    100     100     79     68    100    100     63    100     95

Itm Factor    1.00   1.05    1.05   0.94   0.86   1.05   1.05   0.82   1.05   1.03
Pay Factor   0.333  0.350   0.350  1.880  3.440  3.150 10.500 20.500 15.750 41.200


 COMPOSITE  0.975
PAY FACTOR
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7 8 -

N

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Ted Spence
Metro Region

DATE: August 6, 1986

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System

As indicated, I have requested obligation of additional federal funds from FHWA on federal-aid project number IX-27-2(17) Beaverton/Tigard Hwy. Intchge. in the amount shown:

Current Obligation	Present Estimate	Increase
$6,512,377	$6,532,394	$20,017

Please arrange for updating of MSD's records to show this change.

RLC:bkb
cc: G. Zehner, w/attach.
W. Schulte, Metro, w/attach.
General Files

81-125-1387

REPORT OF SETTLEMENT OR DISPOSITION
CASES OTHER THAN CONDEMNATION

L- 8731

R- N/A

Reported to Commission: July 1986

Name of Case: LUND, et al v. STATE, ODOT

Cause of Action: Declaratory & Injunctive Relief County: Marion

Demands of Plaintiff: Release of Public Records

Settlement: Less than $10,000.00

REMARKS:

Signature of Attorney

Concurrence of Chief Counsel

cc: John McCulloch
~~[illegible] Neal~~
~~Adele Egan~~
~~Marilyn McHugh~~

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 10, 1986

In Reply Refer to
File No.:
CON 5
9865

Roadway Constructors and
R. A. Hatch Co., a Joint Venture
P. O. Box 6179
Bend, OR 97708

Re: Time Extension Request
Beaverton/Tigard Highway Intch.
Contract No. 9865
FAP No. IX-27-2(17)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 30 work days due to rock excavation encountered in bridge construction work, an additional 26 work days for work done under Extra Work Order No. 10, an additional 20 work days for engineering and design errors, and an additional 3 days for holidays.

The matter of rock excavation in bridge construction work is the subject of a claim for additional compensation submitted on behalf of your subcontractor. Adjustment of contract time for this item will not be considered at this time and will be dependent upon the resolution of that issue.

A review of project records indicates that the work done under Extra Work Order No. 10 warrants a contract time adjustment of an additional 43.5 calendar days and that amount of contract time is granted.

The error in staking curb grades caused a delay of 11 calendar days and that amount of time is granted.

The regrading done on the "EB" line did not delay project completion and no additional contract time is granted for that reason.

The contract staging sequence did not appropriately indicate that the traffic signal at the intersection of the "PB^2" and "B" lines needed to be installed before the 217 traffic could be switched to the "PB^2" line. A contract time adjustment of an additional 7 calendar days is granted for this reason.

Additional contract time due to holidays is not appropriate and this portion of your request is denied.

We also reviewed the project change order records and have determined that additional contract time is warranted, and is granted, for the following change orders:

Extra Work Order No. 1,	5.5 calendar days
Extra Work Order No. 4,	3.0 calendar days
Extra Work Order No. 6,	7.0 calendar days
Extra Work Order No. 9,	7.0 calendar days
Extra Work Order No. 12,	4.0 calendar days
Price Agreement No. 20,	3.0 calendar days
Price Agreement No. 21,	3.0 calendar days
Subtotal	32.5 calendar days

In summary, a contract time adjustment of an additional 94 calendar days is granted for the above stated reasons. The adjusted contract time of completion for this contract is 744 calendar days. Should you wish further review of this matter, or to submit additional data, please contact Project Manager Bob Heard.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Bob Heard w/att.
FHWA w/att.
Bruce Walton Note: 70 C.D. "P"; 24 C.D. "N-P"

STATE OF OREGON **INTEROFFICE MEMO**

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: June 6, 1986

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT:

BEAVERTON/TIGARD HIGHWAY INTERCHANGE
CONTRACT 9865
FIRST TIME EXTENSION REQUEST

Attached is the contractor's request for adjustment of contract time. Also attached is the Assistant Project Manager's analysis and recommendation.

The contractor is requesting 74 workdays. In converting this to calendar days, he is requesting 107 additional days. The addition of the workdays shows 76, not 74. Therefore, the contractor's "corrected" request should be 109 days.

In review of this request, the Assistant Project Manager has recommended granting 44 workdays. In review of other extra work and extra work per price agreements, 23 additional workdays are recommended. In converting these workdays to calendar days, the recommendation is for 94 additional days.

I concur with this recommendation.

7-9-86
W. E. Schwartz —
I concur with Region and Project Manager and recommend a 94 C.D. time extension.
B. Jackmond

MC/ls
Attachment

CE __ CAE ✓
COE __ OM __
OE __
CA __
CAM __
BBO __

RECEIVED
JUN 23 1986
CONSTRUCTION SECTION

SPC __ TC __
SA __ CC __
FE __ CP __
PQC __
QCS __
FILE __

STATE OF OREGON

INTEROFFICE MEMO

TO: Marion Craft
Region Construction Engineer

DATE: May 8, 1986

FROM: Arthur Sasse
Arthur Sasse
Ass't. Project Manager

SUBJECT: **Beaverton/Tigard Highway interchange**
Sunset Highway
Washington County
Contract No. 9865

Enclosed for your review, please find 2 copies of "Contractor's Request for Adjustment of Contract Time" with consent of surety requesting an additional 107 Calendar days over and above the contract time for completion of work on the subject project. The contractor based his request on the performance of extra work order number 10, rock excavation, restaking delays and delay in traffic switch for staging of traffice.

Important dates pertaining to this contract are as follows:

Award Date	July 20, 1984
First Notification	July 27, 1984
Work Day Count Began	August 4, 1984
Specified Comp. Time Limit	650 Calendar Days
Calendar Days Will Elaspe	May 19, 1986

In adding up the contractor's total days requested I arrive at 76 days not 74 days as is indicated. The contractor is requesting an additional 42 calendar days for rock excavation, 36 calendar days for extra work order number 10, 21 calendar days for survey restaking, 7 calendar days for delay in switching traffic during staging and 3 calendar days for holidays totaling 109 calendar days.

In reviewing the contractor's request, the following number of work days were involved.

Item		
1-2-7	0 WD	The contractor is requesting 42 days for this work. I do not recommend any time on this issue due to a pending claim on this matter. Depending on what the outcome of this claim is, time for this work could be reconsidered.
4	8 WD	The contractor placed the CTB for supporting the curb from stakes that were given him. When the contractor proceeded to place the curb it was found that some of the grades were set in error. The contractor was delayed from placing curb until a profile could be taken and the high areas ground off. This work was in the Stage I, Phase II staging. Due to the various staging on the project, each stage needed to be completed so traffic could be switched so the contractor could begin another stage.

5	0 WD	The contractor had graded the subgrade to grades set and ready for CTB when it was discovered. that some of the grades were set in error. This delayed the contractor for placing CTB. I feel this did not have any impact on their staging sequence, therefore I don't recommend any workdays.
9	5 WD	I recommend the contractor be granted the 5 days requested, The contract staging sequence did not inidcate that the signal at the intersection of the "PB^2" & "B" lines had to be in operation before the 217 traffic could be switched to the "PB^2" line. When the contractor was notified that the traffic switch could not be made until the signal was in operation because the intersection could not function, he accelerated his signal work.
3-6-8-10	31 WD	In reviewing E.W.O. #10, the contractor worked on 60 individual days varying from 2 to 10 hours a shift. This work required subexcavating unstable subgrade in excavation areas and placing fabric and rock backfill. While performing this work it delayed the contractor from proceeding with placing cement treated base. My recommendation is to credit 1 day for each day the contactor worked a minimum of 8 hours in one shift.
	44 WD	Total days recommended for items on the contractor's request.

Following are Extra Work Orders with my recommendation for days to be granted.

4 WD	This work required excavating unstable material and placing a rock backfill in preparation of the embankment foundation. This work was required to complete in the Stage 1, Phase II staging. It was necessary to complete this work so the contractor could start placing his excavated material for completing his embankment. My recommendation is to grant the 4 days used under E.W.O. #1.
0 WD	Seal and cap irrigation well. (E.W.O.#2).
0 WD	Remove existing striping and provide Temporary Striping (E.W.O.#3).
2 WD	Relocate an existing trash rack not shown on the plans and extend an existing 48" CMP pipe at station 3225+00. This work was also done under Stage 1, Phase II staging which impacted the disposal of his excavated material in a required embankment area. I recommend granting two days worked under E.W.O.#4.

0 WD	Relocate water service (E.W.O.#5).
5 WD	Construct "CG-2" inlets. The bid schedule erroneously estimated 20 type "G" inlets and 73 type "G-2" inlets. The plans correctly indicate 30 type "G-2" inlets and 63 type "CG-2" inlets. The construction of a "CG-2" inlet does require more work in its construction. Since the construction of these inlets had a direct effect on when the base lift of asphalt could be placed I recommend 5 days. The installation of inlets were required throughout the project in all stages. (E.W.O.#6).
0 WD	Miscellaneous drainage work (E.W.O.#7).
0 WD	Furnish general pipe trench backfill material since suitable material is unavailable from required excavations (E.W.O.#8).
5 WD	Due to a staking error it was necessary to remove the top foot of concrete from the columns at Bent 2, Stage II, Bridge #6980A. The completion of this stage would have had an effect on when the traffic could be switched from one stage to another. I recommend the 5 days it took to do this work. (E.W.O.#9).
0 WD	Construct a type 'C' concrete island. Sheet 5A of the construction plans conflict with the traffic signal plan at the intersection of the 'PB^2' and 'PW^3' intersection. This work has not yet been performed (E.W.O.#11).
3 WD	Construct a temporary access road to accomodate the businesses in the Cedar Hills Shopping Center during the holiday season and then remove when no longer required. I do not recommend any days for the constructing of the access but I do recommend 3 days for removing the access since it did require the removal of before the contractor could proceed with his scheduled construction work. (E.W.O.#12).
0 WD	Compensate the contractor for added cost for maintaining 2 lanes of traffic thru the work area from sta. 3150+00 to 3268+75. Did not have any effect on the project item. (E.W.O.#14).
0 WD	It was required to relocate an existing electrical junction box at the N.W. corner of the Parkway structure which was in conflict with required construction work.
19 WD	Total days recommended for performance of extra work.

Price Agreements - There were numerous price agreements on the subject project. Listed below are only the agreements which I would recommend additional days.

2 WD	The contractor had completed the fill on the 'BS^{2}' line when it was discovered the slope stakes were in error which resulted in the roadbed being too narrow, requiring the contractor to come back and rebuild the slope. This work did delay the contractor 2 days under this stage, therefore I recommend granting 2 days (P.A.#20).
	Price agreement No. 21 was taken into consideration under item Nos. 1-2-7 in their request.
2 WD	The initial slope stakes were set with the right and left sides of roadway grades reversed creating a reverse super. The contractor had completed a good portion of the grading when the error was discovered causing the contractor to regrade the slopes and roadway. This work took two days, therefore I recommend granting 2 days.
4 WD	Total days recommended for performance of price agreements.

In evaluating the time to be granted I took into consideration the numerous stages that were necessary to complete the projeft. The completion of a specified stage was necessary for switching traffic prior to proceeding with the following stage, therefore I am only recommending days that I feel were critical to the completion of the project mainly due to the contract staging.

The 67 days I recommend were on a workday basis and the project was set up on a calendar day. In converting the 67 workdays to calendar days I came up with 94 calendar days. My recommendation is that a total of 94 calendar days be granted.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 8, 1986

IN REPLY REFER TO
FILE NO.:
CON

Bradley Wanamaker, Fire Prevention Officer
Washington County Fire District No. 1
20665 S.W. Blanton Street
Aloha, OR 97007

Firefighting Access at Suntek Business Park
Beaverton-Tigard Highway Interchange
Contract No. 9865

Unfortunately, we have failed to follow up on all the items listed in your November 7, 1985 letter. There were unsuccessful attempts by our Project Manager during the week of June 30-July 3, to contact Warren Bean of North Pacific Management Services regarding this access problem. Our Region office in Milwaukie and Project Manager in Sylvan will be in contact with you the first part of the week of July 7 and arrange an on-site meeting with all concerned to get the appropriate work done.

Hopefully by the time you get this letter, arrangements will have been made to correct the problems referred to in your letters.

Fred D. Miller
Director

bc: Larry Rulien
Rick Kuehn
Bob Heard
MC:cy rw

NOTED
LARRY RULIEN

RECEIVED
STATE HWY ENGR
JUL 9 '86
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

WASHINGTON COUNTY FIRE DISTRICT NO. 1
20665 S.W. Blanton St. • Aloha, Oregon 97007 • 503/649-8577

June 20, 1986

Mr. Fred Miller, Director
Department of Transportation
Transportation Building
Salem, OR 97310

Kuehn
R/D for
Miller.
Due 7-7-86

RECEIVED
TAT HWY ENGR
JUN 26 '86
REFER TO
Adams
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

for Miller

Dear Mr. Miller,

RE: Failure to Correct Deficiencies for
Firefighting Access Created by Highway
26/Barnes Road Project

In a letter dated November 7, 1985, this office identified some deficiencies created by the Highway 26/Barnes Road Project. In a letter dated November 13, 1985, the Highway Division agreed to make needed changes in order to re-establish needed fire department access to the Sidereal Building located at 9600 S.W. Barnes Road, Portland, Oregon.

On several occasions, I have written and called the Highway Division office located on Scholls Ferry Road and the Administration offices on McLoughlin Boulevard in Milwaukie. My letters have not been answered nor my calls returned. And to this date, no attempt has been made to correct the deficiency.

In the event of a fire, this situation could add to the damage and the extension of the fire. Failure to correct this situation adds extra unnecessary liability to the State and unjustifiably greater risk from fire damage to the Sidereal Corporation.

The work on the fire department connection needs to be completed as soon as possible. Would you please see what can be done by your office to expedite the elimination of this deficiency? Your attention to this matter is greatly appreciated. I have enclosed copies of most of the written communications to and from your agency. If I can assist you in any way, please do not hesitate to call me.

Sincerely,

WASHINGTON COUNTY FIRE DISTRICT NO. 1

Brad Wanamaker

Bradley Wanamaker
Fire Prevention Officer

ssw

RECEIVED
DOT DIRECTOR
JUN 24 '86
REFER TO
Pulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

FRED MILLER

WASHINGTON COUNTY FIRE DISTRICT NO. 1
20665 S.W. Blanton St. • Aloha, Oregon 97007 • 503/649-8577

April 22, 1986

Mr. Marion Craft
Construction Engineer
State Highway Division
9002 S.E. McLoughlin Boulevard
Milwaukie, OR 97222

Dear Mr. Craft,

RE: Firefighting Measures and Access
Suntek Business Park

In a letter dated November 7, 1985, this office identified some deficiencies created by the Highway 26/Barnes Road project. The deletion of the west entrance to the Suntek Business Park prevented full access to the west buildings and access to the fire department connection (FDC) on the west side of the Sidereal Building, 9600 S.W. Barnes Road was hampered by the deletion of the off ramp.

In a letter dated November 13, 1985, the Highway Division agreed to correct the water supply problems by relocating the FDC at the west end of the Sidereal Building, approximately 75 feet north northwest to the edge of the existing flower beds and providing a concrete pad and two posts embedded in the ground on either side of the FDC to protect the standpipe from traffic.

I have contacted the Highway Division office on Scholls Ferry Rd. several times by letter and/or phone in regards to the existing problem. As of this date, the needed relocation of the FDC has not been started. The work on the FDC needs to be completed as soon as possible since the existing situation could impede certain firefighting operations. In the event of fire, this situation could add to the damage and extension of the fire.

Please notify this office as to when we can expect this deficiency to be corrected. I have enclosed most written communications to and from your agency. If I can be of any assistance, please do not hesitate to call me at your convenience.

Sincerely,

WASHINGTON COUNTY FIRE DISTRICT NO. 1

Bradley Wanamaker
Fire Prevention Officer

ssw

WASHINGTON COUNTY FIRE DISTRICT NO. 1
20665 S.W. Blanton St. • Aloha, Oregon 97007 • 503/649-8577

March 11, 1986

Mr. Ken Allmer, Project Manager
Highway Division
Department of Transportation
2131 S.W. Scholls Ferry Road
Portland, OR 97221

Dear Mr. Allmer,

RE: Firefighting Measures and Access
Sun Tech Business Park

In a letter dated November 7, 1985, this office identified some deficiencies created by the Highway 26/Barnes Road project. The deletion of the west entrance to the Sun Tech Business Park prevented full access to the west buildings, and access to the fire department connections (FDC) on the westside of the Sidereal building, 9600 S.W. Barnes, was hampered by the deletion of an off ramp. The first problem of the restricted access to the 9600 building and the 9450 building was resolved by North Pacific Management Services redesigning the Sun Teck parking lot area and the elimination of some planter islands.

In a letter dated November 13, 1985, your office agreed to correct the water supply problems by (1) relocating the FDC at the west end of the Sidereal building, located at 9600 S.W. Barnes approximately 75 feet north northwest to the edge of the existing flower beds and providing a concrete pad and two posts imbedded in the ground on either side of the FDC to protect the standpipe from traffic and, (2) turning the fire hydrant at the west end of the building (located at 9450 S.W. Barnes Road) 90 degrees so that the large steamer port faces east.

The work on the fire hydrant was completed almost immediately. However, the needed relocation of the FDC has not been started as of this date. The work on the FDC needs to be completed as soon as possible since the existing situation could impede certain firefighting operations.

Please notify this office when we can expect this portion of the work to be complete. And, also, when the work has been completed so we can make the needed changes in our pre-fire surveys and drawings. If I can be of any assistance, please do not hesitate to call me at your convenience.

Sincerely,

WASHINGTON COUNTY FIRE DISTRICT NO. 1

Brad Wanamaker

Bradley Wanamaker
Fire Prevention Officer

ss

cc: Warren Bean

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

December 26, 1985

Warren Bean
North Pacific Management Services
10550 SW Allen Boulevard
Beaverton, Oregon 97005

RE: File 52879
Beaverton-Tigard Interchange
Sunset Highway
Washington County
IX-27-2(14)

The elimination of the westerly driveway on the Suntek Park property on Barnes Road was based on an agreement signed by Suntek Park officials on April 9, 1984. The access restrictions were imposed because of safety considerations for the traveling public and we do not believe that it would be appropriate to amend the agreement.

In a letter dated November 7, 1985, Washington County Fire District No. 1 indicated that adequate access to your property could be provided by rearranging the easterly access to your parking lot. We believe that this would be an appropriate solution to your problem.

Please let me know if you have any further questions concerning this matter.

Rod Henry
Rod Henry, Assistant
Right of Way Manager

RH:pr

Copy sent to,
[illegible]
1-17-86

Form 734-3122

WASHINGTON COUNTY FIRE DISTRICT NO. 1

20665 S.W. Blanton St. • Aloha, Oregon 97007 • 503/649-8577

November 19, 1985

Mr. Warren Bean
10550 S.W. Allen Blvd., Suite 213
Beaverton, OR 97005

Dear Mr. Bean,

RE: Highway 26/Barnes Road Project-
Fire Department Access

By way of this letter, and for the record, we are advising you that due to the elimination of the west driveway by the State Highway Division project on Highway 26/Barnes Road, we are no longer able to provide the level of fire protection we could before the road work began. Our ladder trucks needed in the event of a fire, cannot negotiate the curves in your parking lot to access the west portions of the 9600 and the 9450 buildings. Before the new road construction began, we entered the complex via the west driveway.

The State Highway Division has agreed to relocate the fire department connection from the west side of the 9600 building to the edge of the existing flowers beds, approximately 75 feet north northwest of its present location. They will also reposition the fire hydrant on the west side of the 9450 building so that we can access it easily.

This action, however, does not address the newly created access problems. I highly recommend that you immediately contact the State Highway Division to try to come up with an agreement that corrects these problems. One of the easiest solutions for you, and probably the best solution for us, is the creation of a fire lane with a cut-link gate or fence that joins the west driveway to the new section of Barnes Road. Now is the best time to pursue this as the pre-existing section of Barnes Road has not been completely eliminated. A portion of that road could provide the fire-lane access we need.

I am enclosing a copy of the recent communications I have had with the State Highway Division. Again, I urge you to pursue this matter expeditiously so full level of fire department access can be restored. If I can be of any assistance, do not hesitate to call me at this office.

Sincerely,

WASHINGTON COUNTY FIRE DISTRICT NO. 1

Brad Wanamaker

Bradley Wanamaker
Fire Prevention Officer

ss

cc: Mr. Walter G. Bartel
Dave Fox, Battalion Chief

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
2131 S.W. Scholls Ferry Road
Portland, Oregon 97221

In Reply Refer to
File No.

November 13, 1985

Brad Wanamaker
Fire Prevention Officer
Washington County Fire District No. 1
20665 S.W. Blanton Str.
Aloha, Oregon 97007

Re: Beaverton/Tigard Hwy Interchange Sec.
Sunset Highway
Washington County
Contract No. 9865
Firefighting Measures and Access-Suntek Business Park

The concerns expressed in your letter dated 7 November 1985 regarding firefighting measures and access to the Suntek Business Park adjacent to the referenced project have been reviewed and the following action will be taken.

1) The fire department connection (FDC) at the west end of the Sidereal Building located at 9600 S.W. Barnes Road will be moved approximately 75 feet to the edge of the existing flower beds. Two concrete posts will be imbedded in the ground on either side of the FDC to protect the stand pipe from traffic.

2) The fire hydrant at the west end of the building located at 9450 S.W. Barnes Road will be turned 90 degrees so that the large steamer port faces east.

The fire department connection relocation work will be performed by the contractor on the Beaverton/Tigard Highway Interchange project. Wolf Creek Highway Water District will rotate the fire hydrant 90 degrees.

Any modifications to the parking lot and planter islands in the Suntek Business Park to accommodate your ladder truck is the responsibility of the porperty owner. Please deal directly with North Pacific Management Services regarding this matter.

If I can be of any assistance, please do not hesitate to call me at your convenience.

Very truly yours,

Walt Bartel

Walter Bartel
Project Manager

WB:db
cc: J.B. Boyd w/attach
Jerry Wimer w/attach
Marion Craft w/attach
files

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
2131 S.W. Scholls Ferry Road
Portland, Oregon 97221

In Reply Refer to
File No.:

November 13, 1985

Brad Wanamaker
Fire Prevention Officer
Washington County Fire District No. 1
20665 S.W. Blanton Str.
Aloha, Oregon 97007

Re: Beaverton/Tigard Hwy Interchange Sec.
Sunset Highway
Washington County
Contract No. 9865
Firefighting Measures and Access-Suntek Business Park

The concerns expressed in your letter dated 7 November 1985 regarding firefighting measures and access to the Suntek Business Park adjacent to the referenced project have been reviewed and the following action will be taken.

1) The fire department connection (FDC) at the west end of the Sidereal Building located at 9600 S.W. Barnes Road will be moved approximately 75 feet to the edge of the existing flower beds. Two concrete posts will be imbedded in the ground on either side of the FDC to protect the stand pipe from traffic.

2) The fire hydrant at the west end of the building located at 9450 S.W. Barnes Road will be turned 90 degrees so that the large steamer port faces east.

The fire department connection relocation work will be performed by the contractor on the Beaverton/Tigard Highway Interchange project. Wolf Creek Highway Water District will rotate the fire hydrant 90 degrees.

Any modifications to the parking lot and planter islands in the Suntek Business Park to accommodate your ladder truck is the responsibility of the porperty owner. Please deal directly with North Pacific Management Services regarding this matter.

If I can be of any assistance, please do not hesitate to call me at your convenience.

Very truly yours,

Walter Bartel

Walter Bartel
Project Manager

WB:db
cc: J.B. Boyd w/attach
Jerry Wimer w/attach
Marion Craft w/attach
files

WASHINGTON COUNTY FIRE DISTRICT NO. 1
20665 S.W. Blanton St. • Aloha, Oregon 97007 • 503/649-8577

November 7, 1985

Mr. Walter G. Bartel
Project Manager, Highway Division
Department of Transportation
2131 S.W. Scholls Ferry Road
Portland, OR 97221

Dear Mr. Bartel,

RE: Highway 26/Barnes Road Project

This letter is to confirm our conversation on Monday, November 4, 1985, concerning the elimination of the pre-existing ramp from Barnes Road to Highway 26, southbound and the portion of Barnes Road immediately in front of 9450 S.W. Barnes Road which has created several problems.

1. Immediate and visible access to the fire department connection (FDC) which serves the automatic fire extinguishing system for the Sidereal Corporation at 9600 S.W. Barnes Road has been eliminated by the removal of the above-mentioned ramp.

2. The fire hydrant which is by the west side of the 9450 building at the west driveway, which services both complexes, is no longer accessible from the street and needs to be turned so that fire apparatus has immediate access to it from the driveway.

3. The removal of the section of Barnes Road adjacent to the 9450 building, has eliminated our access to those complexes via the west driveway entrance. Because of this change, there is no viable access for some of our emergency equipment which would be needed in the event of a fire at the west end of either the 9450 building or the 9600 building. Our ladder trucks cannot negotiate the curves in the parking lot area, whereas before, we had direct access from the street.

4. By elimination of the old ramp and construction of the new Highway 26 southbound off-ramp, we now have limited firefighting capabilities from both the south side and the west side of the 9600 building.

Since these conditions have been created by the project currently underway, we are asking that you correct the situations by (1) moving the FDC at the west end of the 9600 building approximately seventy-five (75) feet north-northeast to the edge of the existing flower beds by the dumpster area so that our fire apparatus can have direct access; (2) the fire hydrant by the west driveway needs to be turned 90 degrees so the large steamer port faces east; and (3) either provide some type of an access road to the west driveway from Barnes Road so that our fire apparatus can have access to the west end of the complex, or work with North Pacific Management Services to come up with a plan to revamp their parking lot design and the planter islands on the curved areas so that our ladder trucks can negotiate the curves and have direct access. These items are even more crucial since primary firefighting access must be from the parking lot areas.

The vehicle information and a copy of the parking lot area has been included. I appreciate your immediate attention to these problems. If you have any questions or if I can be of assistance, please do not hesitate to call me at this office.

Sincerely yours,

WASHINGTON COUNTY FIRE DISTRICT NO. 1

Brad Wanamaker
Bradley Wanamaker
Fire Prevention Officer

ss

cc: Warren Bean
Dave Fox, Battalion Chief
Jim Murfitt, Captain

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-27-2(17)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00026

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE June 1, 1986

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:

Beaverton - Tigard Highway Interchange

11. GENERAL DESCRIPTION OF WORK

Install glare shield on luminaire

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 6/1/86 as requested in Mr. Fredrickson's letter of 6/13/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 8 is approved to a TEC of $550; Federal Funds $467.

RECEIVED
STATE HWY ENGR
JUN 24 '86
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 6/23/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9865

2

R. A. HATCH CO.
Post Office Box 6179
BEND, OREGON 97708
(503) 382-8418

TO
Mr. Robert Gormsen
Commission Services
121 Transportation Bldg.
Salem, Or 97310

DATE June 10, 1986

SUBJECT: Claim Releases

Mr. Gormsen:

Attached are copies of all releases we have received to date. They cover projects 9854, 9855, 9865 and 9935. If you have any questions, please call.

Sincerely,

Vonnie Green

7/15/86
cc Bryant Jackmond
Sec of State

no resp to Hatch

RECEIVED
JUN [illegible] 1986
COMMISSION SERVICES
[illegible] OF TRANSPORTATION

9865
9854

claim not filed with ODOT

AGREEMENT

THIS AGREEMENT, made this 1st day of April, 1986, by and between Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, hereinafter "Payor", and Lloyd A. Mattox, Jr., Inc., hereinafter "Subcontractor or Supplier".

Subcontractor or Supplier has a Contract dated None with Beaverton-Tigard Interchange in connection with the Beaverton-Tigard Interchange Project #9865 and St. Helens Project #9854, hereinafter "Project".

Subcontractor or Supplier claims the amount of ~~1523~~ 1521^{00} ~~$1,035.00~~ is presently overdue and payable in connection with such Project. S.M.

Subcontractor or Supplier is in need of immediate payment. Payor has an interest in Subcontractor or Supplier continuing performance on the Project and is willing to make payment according to the terms and conditions outlined herein.

Payor has not had an opportunity to review in full whether and to what extent any amounts are owed to Subcontractor or Supplier.

NOW, THEREFORE, it is agreed:

1. Payor agrees to pay Subcontractor or Supplier the amount of $1,035.00, receipt of which is hereby acknowledged by Subcontractor or Supplier.

2. Subcontractor or Supplier represents that the amount being paid by Payor is overdue and payable at this time, under the terms of the Contract with Payor for the projects.

7/15/86 Constr
cc Sec of State

3. Subcontractor or Supplier represents and warrants that it has paid all Subcontractors, Suppliers and employees and all other amounts due and owing to any other party arising out of or relating to its work performed as of April 1, 1986.

4. It is agreed that, in the event it is later determined that Subcontractor or Supplier was not owed the amount of ~~$1,035.00~~ \$ 1521^{00} S.M, or any part thereof, for any reason including, without limitation, (1) work not performed by Subcontractor or Supplier, (2) obligations not paid by Subcontractor or Supplier, (3) offsets or backcharges against Subcontractor or Supplier, (4) if, for any other reason, such sums were not due Subcontractor or Supplier, or (5) if in the future Subcontractor or Supplier becomes indebted to Payor for any reason, Subcontractor or Supplier agrees to reimburse Payor the difference between the amount paid pursuant to paragraph 1 and the amount owed, plus interest at the rate of 0 percent per annum from the date of this Agreement.

5. Subcontractor or Supplier hereby releases Payor from any and all claims of any kind, except for ~~None~~ \$ 486^{00} S.M., arising out of or relating to the work performed on the Beaverton-Tigard Interchange Project #9865 and St. Helens Road Project #9854 up to and including April 1, 1986.

6. Subcontractor or Supplier agrees to defend and indemnify Payor, its officers, agents and employees from any and all claims of any kind arising out of or relating to any breach of its representations and agreements contained herein.

7. Subcontractor or Supplier agrees to continue performance according to the terms of its contract with Payor.

8. By making this payment, it is expressly understood that Payor is not agreeing to make any other payments due Subcontractor or Supplier under the terms of such contract.

ROADWAY CONSTRUCTORS CORP./
R. A. HATCH CO., A JOINT VENTURE

PAYOR

LLOYD A. MATTOX, JR., INC.

SUBCONTRACTOR/
SUPPLIER Dee-Shawn Lee Mattox

RECEIVED
JUN 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9865
Ser. Coats
claims filed

AFFIDAVIT AND PARTIAL WAIVER OF LIEN AND PARTIAL RELEASE

This is to certify that all obligations for labor and/or materials; all taxes, licenses, fees and/or insurance; and all other amounts due of whatever nature, which have arisen in any manner in connection with the performance of the contract between Douglas S. Coats, Inc. and Service Steel Erection on Sunset Highway & Highway 217 Interchange, OSHD Project #9865, or any work performed, or materials furnished, by Service Steel Erection on said Project as covered by its invoices through the period ending April 1, 1986, have been paid in full, and that there are no unsatisfied claims of any kind for such work or for injuries to persons and/or property occurring from or incidental to the performance or nonperformance of said contract, except as provided herein.

In consideration of the payment of $9,119.37, Service Steel Erection does hereby:

1. waive and release any and all claims on any performance and payment bond of whatever nature it may have on the above-described Project, on account of labor and/or material furnished and work performed through the date of April 1, 1986.

2. release and forever discharge Douglas S. Coats, Inc., its officers, agents and employees of and from all claims, demands, liabilities and causes of action of every character whatsoever, whether known or unknown, arising out of or in connection with said work performed or material furnished by Service Steel Erection on said Project through the date of April 1, 1986.

3. agree to defend and indemnify Douglas S. Coats, Inc. and its surety from any and all liability arising out of or relating to any claims made in connection with work performed or materials furnished by it on said Project through the date of April 1, 1986.

EXECUTED at ~~Portland~~ Keno, Oregon, on this 9th day of April, 1986.

Attest: (If Corporation)

SERVICE STEEL ERECTION

______________________ By M J Ellis

(Seal)

Owner (Title)

SUBSCRIBED and sworn to before me by the said Mary Jo Ellis ______ on this the 9th day of April, 1986.

Sharon L Young
Notary Public for ~~Multnomah County~~ Klamath County
My commission expires 4-16-89.

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AFFIDAVIT AND PARTIAL WAIVER
OF LIEN AND PARTIAL RELEASE

This is to certify that all obligations for labor and/or materials; all taxes, licenses, fees and/or insurance; and all other amounts due of whatever nature, which have arisen in any manner in connection with the performance of the contract between Douglas S. Coats, Inc. and Pioneer Waterproofing on Sunset Highway & Highway 217 Interchange, OSHD Project #9865, or any work performed, or materials furnished, by Pioneer Waterproofing on said Project as covered by its invoices through the period ending April 1, 1986, have been paid in full, and that there are no unsatisfied claims of any kind for such work or for injuries to persons and/or property occurring from or incidental to the performance or nonperformance of said contract, except as provided herein.

In consideration of the payment of $1,210.56, Pioneer Waterproofing does hereby:

1. waive and release any and all claims on any performance and payment bond of whatever nature it may have on the above-described Project, on account of labor and/or material furnished and work performed through the date of April 1, 1986.

2. release and forever discharge Douglas S. Coats, Inc., its officers, agents and employees of and from all claims, demands, liabilities and causes of action of every character whatsoever, whether known or unknown, arising out of or in connection with said work performed or material furnished by Pioneer Waterproofing on said Project through the date of April 1, 1986.

3. agree to defend and indemnify Douglas S. Coats, Inc. and its surety from any and all liability arising out of or relating to any claims made in connection with work performed or materials furnished by it on said Project through the date of April 1, 1986.

EXECUTED at Portland, Oregon, on this 07 day of April, 1986.

Attest: (If Corporation)

PIONEER WATERPROOFING

By Aaron Thompson

(Seal)

VICE PRESIDENT (Title)

SUBSCRIBED and sworn to before me by the said AARON THOMPSON

on this the 07 day of APRIL, 1986.

Notary Public for Multnomah County.
My commission expires ~~4-16-89.~~ 02-03-90

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AFFIDAVIT AND PARTIAL WAIVER OF LIEN AND PARTIAL RELEASE

This is to certify that all obligations for labor and/or materials; all taxes, licenses, fees and/or insurance; and all other amounts due of whatever nature, which have arisen in any manner in connection with the performance of the contract between Douglas S. Coats, Inc. and Ormega Industries on Sunset Highway & Highway 217 Interchange, OSHD Project #9865, or any work performed, or materials furnished, by Ormega Industries on said Project as covered by its invoices through the period ending April 1, 1986, have been paid in full, and that there are no unsatisfied claims of any kind for such work or for injuries to persons and/or property occurring from or incidental to the performance or nonperformance of said contract, except as provided herein.

In consideration of the payment of $34,081.39, Ormega Industries does hereby:

1. waive and release any and all claims on any performance and payment bond of whatever nature it may have on the above-described Project, on account of labor and/or material furnished and work performed through the date of April 1, 1986.

2. release and forever discharge Douglas S. Coats, Inc., its officers, agents and employees of and from all claims, demands, liabilities and causes of action of every character whatsoever, whether known or unknown, arising out of or in connection with said work performed or material furnished by Ormega Industries on said Project through the date of April 1, 1986.

3. agree to defend and indemnify Douglas S. Coats, Inc. and its surety from any and all liability arising out of or relating to any claims made in connection with work performed or materials furnished by it on said Project through the date of April 1, 1986.

EXECUTED at Portland, Oregon, on this ___ day of _____, 1986.

Attest: (If Corporation) ORMEGA INDUSTRIES

Ormega Industries By ____________

(Seal) General Manager (Title)

SUBSCRIBED and sworn to before me by the said DAVID C BOWERS

____________ on this the 8 day of April, 1986.

Notary Public for ~~Multnomah County.~~ Clark County Washington
My commission expires ~~4-16-89.~~ 7-1-89

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AFFIDAVIT AND PARTIAL WAIVER OF LIEN AND PARTIAL RELEASE

This is to certify that all obligations for labor and/or materials; all taxes, licenses, fees and/or insurance; and all other amounts due of whatever nature, which have arisen in any manner in connection with the performance of the contract between Douglas S. Coats, Inc. and Morse Brothers on Sunset Highway & Highway 217 Interchange, OSHD Project #9865, or any work performed, or materials furnished, by Morse Brothers on said Project as covered by its invoices through the period ending April 1, 1986, have been paid in full, and that there are no unsatisfied claims of any kind for such work or for injuries to persons and/or property occurring from or incidental to the performance or nonperformance of said contract, except as provided herein.

In consideration of the payment of $80,653.25, Morse Brothers does hereby:

1. waive and release any and all claims on any performance and payment bond of whatever nature it may have on the above-described Project, on account of labor and/or material furnished and work performed through the date of April 1, 1986.

2. release and forever discharge Douglas S. Coats, Inc., its officers, agents and employees of and from all claims, demands, liabilities and causes of action of every character whatsoever, whether known or unknown, arising out of or in connection with said work performed or material furnished by Morse Brothers on said Project through the date of April 1, 1986.

3. agree to defend and indemnify Douglas S. Coats, Inc. and its surety from any and all liability arising out of or relating to any claims made in connection with work performed or materials furnished by it on said Project through the date of April 1, 1986.

EXECUTED at Portland, Oregon, on this 7th day of April, 1986.

Attest: (If Corporation)

MORSE BROS., INC.

By

(Seal)

R. H. BELLINGER
ADMINISTRATIVE VICE PRESIDENT
(Title)

SUBSCRIBED and sworn to before me by the said R. H. Bellinger on this the 7th day of April, 1986.

Mildred Smith
Notary Public for LINN COUNTY
My commission expires My Commission Expires Aug. 15, 1988

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AFFIDAVIT AND PARTIAL WAIVER OF LIEN AND PARTIAL RELEASE

This is to certify that all obligations for labor and/or materials; all taxes, licenses, fees and/or insurance; and all other amounts due of whatever nature, which have arisen in any manner in connection with the performance of the contract between Douglas S. Coats, Inc. and Western Pacific Construction Materials Co. on Sunset Hwy. and 217 Interchange, OSHD Project #9865, or any work performed, or materials furnished, by Western Pacific Construction Materials Co. on said Project as covered by its invoices through the period ending February 6, 1986, have been paid in full, and that there are no unsatisfied claims of any kind for such work or for injuries to persons and/or property occurring from or incidental to the performance or nonperformance of said contract, except as provided herein.

In consideration of the payment of $49,010.95, Western Pacific Construction Materials Co. does hereby:

1. waive and release any and all claims on any performance and payment bond of whatever nature it may have on the above-described Project, on account of labor and/or material furnished and work performed through the date of February 6, 1986.

2. release and forever discharge Douglas S. Coats, Inc., its officers, agents and employees of and from all claims, demands, liabilities and causes of action of every character whatsoever, whether known or unknown, arising out of or in connection with said work performed or material furnished by Western Pacific Construction Materials Co. on said Project through the date of February 6, 1986.

3. agree to defend and indemnify Douglas S. Coats, Inc. and its surety from any and all liability arising out of or relating to any claims made in connection with work performed or materials furnished by it on said Project through the date of February 6, 1986.

EXECUTED at Portland, Oregon, on this 8 day of APRIL, 1986.

Attest: (If Corporation) Western Pacific Construction Materials Co.

By William R. Roth

(Seal) Group controller. (Title)

SUBSCRIBED and sworn to before me by the said William R. Roth ~~8th~~ on this the ~~April~~ 8th day of April, 1986.

Denise D. Black
Notary Public for Multnomah County.
My commission expires ~~4-16-89~~. 7/24/87

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AFFIDAVIT AND PARTIAL WAIVER OF LIEN AND PARTIAL RELEASE

This is to certify that all obligations for labor and/or materials; all taxes, licenses, fees and/or insurance; and all other amounts due of whatever nature, which have arisen in any manner in connection with the performance of the contract between Douglas S. Coats, Inc. and Progress Quarries, Inc. on Sunset Highway-217 Interchange OSHD Project #9865, or any work performed, services or materials furnished by Progress Quarries, Inc. on said Project through the period ending April 1, 1986, have been paid in full, and that there are no unsatisfied claims of any kind for such work or for injuries to persons and/or property occurring from or incidental to the performance or nonperformance of said contract, except as provided herein.

In consideration of the payment of $11,170.34, Progress Quarries, Inc. does hereby:

1. waive and release any and all claims on any performance and payment bond of whatever nature it may have on the above-described Project, on account of labor and/or material furnished and work performed through the date of April 1, 1986; provided, however, such waiver and release does not apply to interest on the account to be paid by Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, in the amount of $497.58.

2. release and forever discharge Douglas S. Coats, Inc., its officers, agents and employees of and from all claims, demands, liabilities and causes of action of every character whatsoever, whether known or unknown, arising out of or in connection with said work performed, services or materials furnished by Progress Quarries, Inc. on said Project through the date of April 1, 1986; provided, however, such waiver and release does not apply to interest in the amount of $497.58.

3. agree to defend and indemnify Douglas S. Coats, Inc. and its surety from any and all liability arising out of or relating to any claims made in connection with work performed, services or materials furnished by it on said Project through the date of April 1, 1986; provided, however, such obligation does not apply to any claims for interest in the amount of $497.58.

EXECUTED at Portland, Oregon, on this 2nd day of April, 1986.

Attest: (If Corporation) PROGRESS QUARRIES, INC.

_______________ By Christine B Barrett

(Seal) Asst Secretary (Title)

SUBSCRIBED and sworn to before me by the said _______________

_______________ on this the 2ND day of APRIL, 1986.

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DEPARTMENT OF TRANSPORTATION

Robert A Skaggs

Notary Public for MULTNOMAH CTY, OR
MY COMMISSION EXPIRES 4-16-89

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AFFIDAVIT AND PARTIAL WAIVER OF LIEN AND PARTIAL RELEASE

This is to certify that all obligations for labor and/or materials; all taxes, licenses, fees and/or insurance; and all other amounts due of whatever nature, which have arisen in any manner in connection with the performance of the contract between Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, and Traffic Safety Supply Co. on Beaverton-Tigard-Sunset Highway Interchange, OSHD Project #9865, or any work performed or materials furnished by Traffic Safety Supply Co. on said Project as covered by its invoices through the period ending January 15, 1986, have been paid in full, and that there are no unsatisfied claims of any kind for such work or for injuries to persons and/or property occurring from or incidental to the performance or nonperformance of said contract, except as provided herein.

In consideration of the payment of $3,091.00, Traffic Safety Supply Co. does hereby:

1. waive and release any and all claims on any performance and payment bond of whatever nature it may have on the above-described Project, on account of labor and/or material furnished and work performed through the date of January 15, 1986.

2. release and forever discharge Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, its officers, agents and employees of and from all claims, demands, liabilities and causes of action of every character whatsoever, whether known or unknown, arising out of or in connection with said work performed by Traffic Safety Supply Co. on said Project through the date of January 15, 1986.

3. agree to defend and indemnify Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, and its surety from any and all liability arising out of or relating to any claims made in connection with work performed by it on said Project through the date of January 15, 1986.

EXECUTED at Portland, Oregon, on this 10th day of April, 1986.

Attest: (If Corporation) TRAFFIC SAFETY SUPPLY CO.

By ______________

(Seal) Vice President (Title)

SUBSCRIBED and sworn to before me by the said ______________ on this the 10th day of APRIL, 1986.

Robert A Skaggs
Notary Public for Multnomah County
My commission expires 4-16-89.

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AFFIDAVIT AND PARTIAL WAIVER OF LIEN AND PARTIAL RELEASE

This is to certify that all obligations for labor and/or materials; all taxes, licenses, fees and/or insurance; and all other amounts due of whatever nature, which have arisen in any manner in connection with the performance of the contract between Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, and Hal Ritchie Tire Co. on Beaverton-Tigard Interchange, OSHD #9865 Project, or any work performed by Hal Ritchie Tire Co. on said Project for the period ending January 31, 1986, have been paid in full, and that there are no unsatisfied claims of any kind for such work or for injuries to persons and/or property occurring from or incidental to the performance or nonperformance of said contract, except as provided herein.

In consideration of the payment of $775.54, Hal Ritchie Tire Co. does hereby:

1. waive and release any and all claims on any performance and payment bond of whatever nature it may have on the above-described Project, on account of labor and/or material furnished and work performed through the date of January 31, 1986.

2. release and forever discharge Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, its officers, agents and employees of and from all claims, demands, liabilities and causes of action of every character whatsoever, whether known or unknown, arising out of or in connection with said work performed by Hal Ritchie Tire Co. on said Project through the date of January 31, 1986.

3. agree to defend and indemnify Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, and its surety from any and all liability arising out of or relating to any claims made in connection with work performed by it on said Project through the date of January 31, 1986.

EXECUTED at Portland, Oregon, on this 11 day of April, 1986.

Attest: (If Corporation)

HAL RITCHIE TIRE CO.

______________________ By A A Conner

(Seal)

President (Title)

SUBSCRIBED and sworn to before me by the said Arthur A. Conner on this the 15 day of April, 1986.

4-15-86

My Commission Expires 6-24-88

Notary Public for Oregon

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AGREEMENT

THIS AGREEMENT, made this 1st day of April, 1986, by and between Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, hereinafter "Payor", and Seaport Petroleum, hereinafter "Subcontractor or Supplier".

Subcontractor or Supplier has a Contract dated None - Verbal with Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, in connection with the OSHD Project #9865, hereinafter "Project".

Subcontractor or Supplier claims the amount of $12,306.81 is presently overdue and payable in connection with such Project.

Subcontractor or Supplier is in need of immediate payment. Payor has an interest in Subcontractor or Supplier continuing performance on the Project and is willing to make payment according to the terms and conditions outlined herein.

Payor has not had an opportunity to review in full whether and to what extent any amounts are owed to Subcontractor or Supplier.

NOW, THEREFORE, it is agreed:

1. Payor agrees to pay Subcontractor or Supplier the amount of $9,226.78, receipt of which is hereby acknowledged by Subcontractor or Supplier.

2. Subcontractor or Supplier represents that the amount being paid by Payor is overdue and payable at this time, under the terms of the Contract with Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, for the project.

3. Subcontractor or Supplier represents and warrants that it has paid all Subcontractors, Suppliers and employees and all other amounts due and owing to any other party arising out of or relating to its work performed as of January 29, 1986.

4. It is agreed that, in the event it is later determined that Subcontractor or Supplier was not owed the amount of $12,306.81, or any part thereof, for any reason including, without limitation, (1) work not performed by Subcontractor or Supplier, (2) obligations not paid by Subcontractor or Supplier, (3) offsets or backcharges against Subcontractor or Supplier, (4) if, for any other reason, such sums were not due Subcontractor or Supplier, or (5) if in the future Subcontractor or Supplier becomes indebted to Payor for any reason, Subcontractor or Supplier agrees to reimburse Payor the difference between the amount paid pursuant to paragraph 1 and the amount owed, plus interest at the rate of 0 percent per annum from the date of this Agreement.

5. Subcontractor or Supplier hereby releases Payor from any and all claims of any kind arising out of or relating to work performed or material or supplies furnished for work performed on the Beaverton-Tigard Interchange, Project #9865, except for $3,080.03 which are current charges arising out of or relating to the work performed on the Beaverton-Tigard Interchange, Project #9865, up to and including March 28, 1986.

6. Subcontractor or Supplier agrees to defend and indemnify Payor, its officers, agents and employees from any and all claims of any kind arising out of or relating to any breach of its representations and agreements contained herein.

7. Subcontractor or Supplier agrees to continue performance according to the terms of its contract with Payor.

ROADWAY CONSTRUCTORS CORP./
R. A. HATCH CO., A JOINT VENTURE

PAYOR ______________________

SEAPORT PETROLEUM

SUBCONTRACTOR/
SUPPLIER Seaport Petroleum Gene Chapman

SUBSCRIBED and sworn to before me by the said ______________________ on this the 2ND day of APRIL, 1986.

Robert A Skeggs
Notary Public for MULTNOMAH CTY, OR
MY COMMISSION EXPIRES 4-16-89

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Claim not filed with ODOT

AFFIDAVIT AND PARTIAL WAIVER OF LIEN AND PARTIAL RELEASE

This is to certify that all obligations for labor and/or materials; all taxes, licenses, fees and/or insurance; and all other amounts due of whatever nature, which have arisen in any manner in connection with the performance of the contract between Mako Construction Co. and Ashgrove Cement West, Inc. on Sunset Highway & Highway 217 Interchange OSHD #9865 Project, or any work performed, services or materials furnished by Ash Grove Cement West, Inc. on said Project as covered by its invoices through the period ending December 31, 1985, have been paid in full, and that there are no unsatisfied claims of any kind for such work or for injuries to persons and/or property occurring from or incidental to the performance or nonperformance of said contract, except as provided herein.

In consideration of the payment of the $59,098.92, Ash Grove Cement West, Inc. does hereby:

1. waive and release any and all claims on any performance and payment bond of whatever nature it may have on the above-described Project, on account of labor and/or material furnished and work performed through the date of December 31, 1985.

2. release and forever discharge Mako Construction Co., its officers, agents and employees of and from all claims, demands, liabilities and causes of action of every character whatsoever, whether known or unknown, arising out of or in connection with said work performed by Mako Construction Co. on said Project through the date of December 31, 1985.

3. agree to defend and indemnify Mako Construction Co. and its surety from any and all liability arising out of or relating to any claims made in connection with work performed by it on said Project through the date of December 31, 1985.

EXECUTED at Portland, Oregon, on this 2nd day of April, 1986.

Attest: (If Corporation) ASHGROVE CEMENT WEST, INC.

______________________ By ______________________

(Seal) Asst. Sec. (Title)

SUBSCRIBED and sworn to before me by the said ______________

______________ on this the 2ND day of APRIL, 1986.

Robert A Skaggs

Notary Public for MULTNOMAH CTY, OR

MY COMMISSION EXPIRES 4-16-89

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ATTACHMENT NO. 3

UNCONDITIONAL WAIVER

I/We have provided services and/or supplies to R.A. Hatch Co./MAKO Const. (Subcontractor)
(Name of Subcontractor)

______________ for construction and/or improvement to ______________

OSHD 9865 Beaverton/Tigard Interchange
(Legal Description of Project)

____

____

______________________________,

and hereby acknowledge payment for all services and supplies provided to the above referenced contracting party for their activities on the project through 02-13-86 (Date). I hereby waive my/our rights to 1) claim against the performance or payment bonds and 2) claim a construction lien on this project for any service or supply provided through the date stated above.

Cascade Construction Company Inc.
(Name of Company)

____
(Authorized Officer or Agent)

Signed On: 3-4-86
(Date)

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AGREEMENT

THIS AGREEMENT, made this 10th day of March, 1986, by and between Roadway Constructors Corp./R. A. Hatch Co., hereinafter "Payor", and North Coast Electric Co., hereinafter "Subcontractor or Supplier".

Subcontractor or Supplier has a Contract dated August 29, 1985 with Roadway Constructors Corp./R. A. Hatch Co. in connection with the OSHD Contract #9865 Project, hereinafter "Project".

Subcontractor or Supplier claims the amount of $67,649.97 is presently overdue and payable in connection with such Project.

Subcontractor or Supplier is in need of immediate payment. Payor has an interest in Subcontractor or Supplier continuing performance on the Project and is willing to make payment according to the terms and conditions outlined herein.

Payor has not had an opportunity to review in full whether and to what extent any amounts are owed to Subcontractor or Supplier.

NOW, THEREFORE, it is agreed:

1. Payor agrees to pay Subcontractor or Supplier the amount of $67,649.97, receipt of which is hereby acknowledged by Subcontractor or Supplier.

2. Subcontractor or Supplier represents that the amount being paid by Payor is overdue and payable at this time, under the terms of the Contract with Roadway Constructors Corp./R. A. Hatch Co. for the project.

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3. Subcontractor or Supplier represents and warrants that it has paid all Subcontractors, Suppliers and employees and all other amounts due and owing to any other party arising out of or relating to its work performed as of March 7, 1986.

4. It is agreed that, in the event it is later determined that Subcontractor or Supplier was not owed the amount of $67,649.97, or any part thereof, for any reason including, without limitation, (1) work not performed by Subcontractor or Supplier, (2) obligations not paid by Subcontractor or Supplier, (3) offsets or backcharges against Subcontractor or Supplier, (4) if, for any other reason, such sums were not due Subcontractor or Supplier, or (5) if in the future Subcontractor or Supplier becomes indebted to Roadway Constructors Corp./R. A. Hatch Co. for any reason, Subcontractor or Supplier agrees to reimburse Payor the difference between the amount paid pursuant to paragraph 1 and the amount owed, plus interest at the rate of 12 percent per annum from the date of this Agreement.

5. Subcontractor or Supplier hereby releases Roadway Constructors Corp./R. A. Hatch Co. and its surety from any and all claims of any kind, except for (None), arising out of or relating to the work performed on the OSHD Contract #9865 Project up to and including March 10, 1986.

6. Subcontractor or Supplier agrees to defend and indemnify Roadway Constructors Corp./R. A. Hatch Co. its officers, agents and employees from any and all claims of any kind arising out of or relating to any breach of its representations and agreements contained herein.

~~7. Subcontractor or Supplier agrees to continue performance according to the terms of its contract with ________________.~~

~~8. By making this payment, it is expressly understood that Payor is not agreeing to make any other payments due Subcontractor or Supplier under the terms of such contract.~~

PAYOR ________________

SUBCONTRACTOR/
SUPPLIER North Coast Electric
Isabel I. Patten
Credit Manager

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DEPARTMENT OF TRANSPORTATION

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AGREEMENT

THIS AGREEMENT, made this 20 day of March, 1986, by and between Roadway Constructors, Corp. & R.A. Hatch Co., Joint Venture, hereinafter "Payor", and Northwest Paint-A-Line, hereinafter "Subcontractor or Supplier".

Subcontractor or Supplier has a Contract dated NONE with Roadway Constructors, Corp. & R.A. Hatch Co., Joint Venture in connection with the Beaverton-Tigard Interchange Project, hereinafter "Project".

Subcontractor or Supplier claims the amount of $6,707.18 is presently overdue and payable in connection with such Project.

Subcontractor or Supplier is in need of immediate payment. Payor has an interest in Subcontractor or Supplier continuing performance on the Project and is willing to make payment according to the terms and conditions outlined herein.

Payor has not had an opportunity to review in full whether and to what extent any amounts are owed to Subcontractor or Supplier.

NOW, THEREFORE, it is agreed:

1. Payor agrees to pay Subcontractor or Supplier the amount of $6,707.18 __________, receipt of which is hereby acknowledged by Subcontractor or Supplier.

2. Subcontractor or Supplier represents that the amount being paid by Payor is overdue and payable at this time, under the terms of the Contract with Roadway Constructors, Corp. & R.A. Hatch Co., Joint Venture for the project.

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cc Sec of State

3. Subcontractor or Supplier represents and warrants that it has paid all Subcontractors, Suppliers and employees and all other amounts due and owing to any other party arising out of or relating to its work performed as of 3-20-86.

4. It is agreed that, in the event it is later determined that Subcontractor or Supplier was not owed the amount of $6,707.18, or any part thereof, for any reason including, without limitation, (1) work not performed by Subcontractor or Supplier, (2) obligations not paid by Subcontractor or Supplier, (3) offsets or backcharges against Subcontractor or Supplier, (4) if, for any other reason, such sums were not due Subcontractor or Supplier, or (5) if in the future Subcontractor or Supplier becomes indebted to ROADWAY CONSTRUCTORS CORP. / R.A. HATCH CO for any reason, Subcontractor or Supplier agrees to reimburse Payor the difference between the amount paid pursuant to paragraph 1 and the amount owed, plus interest at the rate of 12 percent per annum from the date of this Agreement.

5. Subcontractor or Supplier hereby releases ROADWAY CONSTRUCTORS CORP / R.A. HATCH CO, JOINT VENTURE from any and all claims of any kind, except for NONE, arising out of or relating to the work performed on the BEAVERTON - Tigard Interchange Project up to and including 3-20-86.

6. Subcontractor or Supplier agrees to defend and indemnify ROADWAY CONSTRUCTORS & R.A. HATCH CO. its officers, agents and employees from any and all claims of any kind arising out of or relating to any breach of its representations and agreements contained herein.

7. Subcontractor or Supplier agrees to continue performance according to the terms of its contract with Roadway Constructors Corp. & R. A. Hatch Co. Joint Venture

8. By making this payment, it is expressly understood that Payor is not agreeing to make any other payments due Subcontractor or Supplier under the terms of such contract.

PAYOR

SUBCONTRACTOR/
SUPPLIER
Lynn N. Richards OWNER

RECEIVED
JUN 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9865
Claim not filed with ODOT

AGREEMEN

THIS AGREEMENT, made this 20th day of March, 1986, by and between Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, hereinafter "Payor", and Goldie Gentle Construction, hereinafter "Subcontractor or Supplier".

Subcontractor or Supplier has a Contract dated September 10, 1984 with Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture in connection with the Beaverton-Tigard Interchange Project, hereinafter "Project".

Subcontractor or Supplier claims the amount of $21,533.53 is presently overdue and payable in connection with such Project.

Subcontractor or Supplier is in need of immediate payment. Payor has an interest in Subcontractor or Supplier continuing performance on the Project and is willing to make payment according to the terms and conditions outlined herein.

Payor has not had an opportunity to review in full whether and to what extent any amounts are owed to Subcontractor or Supplier.

NOW, THEREFORE, it is agreed:

1. Payor agrees to pay Subcontractor or Supplier the amount of $21,533.53, receipt of which is hereby acknowledged by Subcontractor or Supplier.

2. Subcontractor or Supplier represents that the amount being paid by Payor is overdue and payable at this time, under the terms of the Contract with Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, for the project.

7/15/86 cc Sec of State consltn

3. Subcontractor or Supplier represents and warrants that it has paid all Subcontractors, Suppliers and employees and all other amounts due and owing to any other party arising out of or relating to its work performed as of March 20, 1986.

4. It is agreed that, in the event it is later determined that Subcontractor or Supplier was not owed the amount of $21,533.53, or any part thereof, for any reason including, without limitation, (1) work not performed by Subcontractor or Supplier, (2) obligations not paid by Subcontractor or Supplier, (3) offsets or backcharges against Subcontractor or Supplier, (4) if, for any other reason, such sums were not due Subcontractor or Supplier, or (5) if in the future Subcontractor or Supplier becomes indebted to Roadway Constructors Corp. or R. A. Hatch Co. for any reason, Subcontractor or Supplier agrees to reimburse Payor the difference between the amount paid pursuant to paragraph 1 and the amount owed, ~~plus interest at the rate of 12 percent per annum from the date of this Agreement~~. W.a.g.

5. Subcontractor or Supplier hereby releases Roadway Constructors Corp. and R. A. Hatch Co., Joint Venture from any and all claims of any kind, except for retainage, arising out of or relating to the work performed on the Beaverton-Tigard Interchange Project up to and including February 28, 1986.

6. Subcontractor or Supplier agrees to defend and indemnify Roadway Constructors Corp. and R. A. Hatch Co., its officers, agents and employees from any and all claims of any kind arising out of or relating to any breach of its representations and agreements contained herein.

7. Subcontractor or Supplier agrees to continue performance according to the terms of its contract with Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture.

8. By making this payment, it is expressly understood that Payor is not agreeing to make any other payments due Subcontractor or Supplier under the terms of such contract.

PAYOR Gregg C [illegible] TREASURER

SUBCONTRACTOR/ SUPPLIER William A. [illegible] PRESIDENT

RECEIVED
JUN 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9865

Claim not filed with ODOT

AGREEMENT

THIS AGREEMENT, made this 31st day of March, 1986, by and between Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, hereinafter "Payor", and Utility Vault Company, Inc., hereinafter "Subcontractor or Supplier".

Subcontractor or Supplier has a Contract dated verbal order 6-28-85 from Rob Hatch with Payor in connection with the Beaverton-Tigard Interchange, #9865, Project, hereinafter "Project".

Subcontractor or Supplier claims the amount of $7,714.14 is presently overdue and payable in connection with such Project.

Subcontractor or Supplier is in need of immediate payment. Payor has an interest in Subcontractor or Supplier continuing performance on the Project and is willing to make payment according to the terms and conditions outlined herein.

Payor has not had an opportunity to review in full whether and to what extent any amounts are owed to Subcontractor or Supplier.

NOW, THEREFORE, it is agreed:

1. Payor agrees to pay Subcontractor or Supplier the amount of $7,714.14, receipt of which is hereby acknowledged by Subcontractor or Supplier.

2. Subcontractor or Supplier represents that the amount being paid by Payor is overdue and payable at this time, under the terms of the Contract with Payor for the project.

7/15/86 cc Constan Sec of State

3. Subcontractor or Supplier represents and warrants that it has paid all Subcontractors, Suppliers and employees and all other amounts due and owing to any other party arising out of or relating to its work performed as of March 31, 1986.

4. It is agreed that, in the event it is later determined that Subcontractor or Supplier was not owed the amount of $7,714.14, or any part thereof, for any reason including, without limitation, (1) work not performed by Subcontractor or Supplier, (2) obligations not paid by Subcontractor or Supplier, (3) offsets or backcharges against Subcontractor or Supplier, (4) if, for any other reason, such sums were not due Subcontractor or Supplier, or (5) if in the future Subcontractor or Supplier becomes indebted to Payor for any reason, Subcontractor or Supplier agrees to reimburse Payor the difference between the amount paid pursuant to paragraph 1 and the amount owed, plus interest at the rate of 0 percent per annum from the date of this Agreement.

5. Subcontractor or Supplier hereby releases Payor from any and all claims of any kind, except for __None__, arising out of or relating to the work performed on the Beaverton-Tigard Interchange #9865 Project up to and including March 31, 1986.

6. Subcontractor or Supplier agrees to defend and indemnify Payor, its officers, agents and employees from any and all claims of any kind arising out of or relating to any breach of its representations and agreements contained herein.

7. Subcontractor or Supplier agrees to continue performance according to the terms of its contract with Payor.

8. By making this payment, it is expressly understood that Payor is not agreeing to make any other payments due Subcontractor or Supplier under the terms of such contract.

ROADWAY CONSTRUCTORS CORP./
R. A. HATCH CO., A JOINT VENTURE

PAYOR

UTILITY VAULT COMPANY, INC.

SUBCONTRACTOR/
SUPPLIER John M Hart 3-31-86
Gen. Manager

RECEIVED
JUN 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9865

Claim filed ~~4-2-86~~ 1/27 & 2/11/86

notified of payment 4/2/86

AGREEMENT

THIS AGREEMENT, made this 31st day of March, 1986, by and between Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, hereinafter "Payor", and American Barricade Co., hereinafter "Subcontractor or Supplier".

Supplier has a purchase order #2101, 2205, 2227, 2239, 2251, 2285, 2288 and 2290 issued by Payor in connection with the Beaverton-Tigard Interchange #9865 Project, hereinafter "Project".

Supplier claims the amount of $5,928.34 is presently overdue and payable in connection with such Project.

Subcontractor or Supplier is in need of immediate payment. Payor has an interest in Subcontractor or Supplier continuing performance on the Project and is willing to make payment according to the terms and conditions outlined herein.

Payor has not had an opportunity to review in full whether and to what extent any amounts are owed to Subcontractor or Supplier.

NOW, THEREFORE, it is agreed:

1. Payor agrees to pay Subcontractor or Supplier the amount of $5,928.34, receipt of which is hereby acknowledged by Subcontractor or Supplier.

2. Subcontractor or Supplier represents that the amount being paid by Payor is overdue and payable at this time, under the terms of the Contract with Payor for the project.

7/15/86 cc Constn sec of state

3. Subcontractor or Supplier represents and warrants that it has paid all Subcontractors, Suppliers and employees and all other amounts due and owing to any other party arising out of or relating to its work performed as of March 31, 1986.

4. It is agreed that, in the event it is later determined that Subcontractor or Supplier was not owed the amount of $5,928.34, or any part thereof, for any reason including, without limitation, (1) work not performed by Subcontractor or Supplier, (2) obligations not paid by Subcontractor or Supplier, (3) offsets or backcharges against Subcontractor or Supplier, (4) if, for any other reason, such sums were not due Subcontractor or Supplier, or (5) if in the future Subcontractor or Supplier becomes indebted to Payor for any reason, Subcontractor or Supplier agrees to reimburse Payor the difference between the amount paid pursuant to paragraph 1 and the amount owed, plus interest at the rate of 0 percent per annum from the date of this Agreement.

5. Subcontractor or Supplier hereby releases Payor from any and all claims of any kind, except for None, arising out of or relating to the work performed on the Beaverton-Tigard Interchange, Project #9865, up to and including March 31, 1986.

6. Subcontractor or Supplier agrees to defend and indemnify Payor, its officers, agents and employees from any and all claims of any kind arising out of or relating to any breach of its representations and agreements contained herein.

7. Subcontractor or Supplier agrees to continue performance according to the terms of its contract with Payor.

8. By making this payment, it is expressly understood that Payor is not agreeing to make any other payments due Subcontractor or Supplier under the terms of such contract.

ROADWAY CONSTRUCTORS CORP./
R. A. HATCH CO., A JOINT VENTURE

PAYOR

AMERICAN BARRICADE CO.

SUBCONTRACTOR/
SUPPLIER
Donald R. Radley Jr.
Branch Manager

RECEIVED
JUN 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9865

Claim filed
2/[illegible]/86
$1,34,816.37

AFFIDAVIT AND PARTIAL WAIVER OF LIEN AND PARTIAL RELEASE

This is to certify that all obligations for labor and/or materials; all taxes, licenses, fees and/or insurance; and all other amounts due of whatever nature, which have arisen in any manner in connection with the performance of the contract between Roadway Constructors Corp. and R. A. Hatch Co., JV, Coral Construction Co., and Beaverton-Tigard Interchange #9865, on Project, or any work performed by Coral Construction Co. on said Project as covered by its estimates through Estimate No. 17 for the period ending December 31, 1985 have been paid in full, and that there are no unsatisfied claims of any kind for such work or for injuries to persons and/or property occurring from or incidental to the performance or nonperformance of said contract, except as provided herein.

In consideration of the payment of the Estimates, 15, 16 & 17 Coral Construction Co. does hereby:

1. waive and release any and all claims on any performance and payment bond of whatever nature it may have on the above-described Project, on account of labor and/or material furnished and work performed through the date of Estimate No. 17; provided, however, such waiver and release does not apply to retainage held in the amount of $21,144.13.

2. release and forever discharge Roadway Constructors Corp. and R. A. HATCH CO., JV, its officers, agents and employees of and from all claims, demands, liabilities and causes of action of every character whatsoever, whether known or unknown, arising out of or in connection with said work performed by Coral Construction Co. on said Project through the date of Estimate No. 17; provided, however, such waiver and release does not apply to retainage held in the amount of $21,144.13.

3. agree to defend and indemnify Roadway Constructors Corp. and R. A. Hatch Co., JV and its surety from any and all liability arising out of or relating to any claims made in connection with work performed by it on said Project through the date of Estimate No. 17; provided, however, such

7/15/86
cc Constr
Sec of state

obligation does not apply to any claims for retainage held in the amount of $21,144.13.

EXECUTED at Portland, Oregon, on this 1st day of April, 1986.

Attest: (If Corporation)

CORAL CONSTRUCTION CO.

By Deane

(Seal)

VICE PRESIDENT (Title)

SUBSCRIBED and sworn to before me by the said ______ on this the 2ND day of APRIL, 1986.

Robert A Skaggs
Notary Public for MULTNOMAH CTY, OR
MY COMMISSION EXPIRES
4-16-89

RECEIVED
JUN 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9865

Claim ~~of~~ 2-12-86
filed
5,368.92

AFFIDAVIT AND PARTIAL WAIVER OF LIEN AND PARTIAL RELEASE

This is to certify that all obligations for labor and/or materials; all taxes, licenses, fees and/or insurance; and all other amounts due of whatever nature, which have arisen in any manner in connection with the performance of the contract between Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, and Anderson's Erosion Control, Inc., on Beaverton-Tigard Hwy. Interchange, Project #9865, or any work performed by Anderson's Erosion Control, Inc. on said Project as covered by its estimates through Estimate No. 16. for the period ending November 30, 198~~6~~5 have been paid in full, and that there are no unsatisfied claims of any kind for such work or for injuries to persons and/or property occurring from or incidental to the performance or nonperformance of said contract, except as provided herein.

In consideration of the payment of $5,472.00, Anderson's Erosion Control, Inc. does hereby:

1. waive and release any and all claims on any performance and payment bond of whatever nature it may have on the above-described Project, on account of labor and/or material furnished and work performed through the date of November 30, 1985; provided, however, such waiver and release does not apply to retainage held in the amount of $396.92.

2. release and forever discharge Roadway Constructors Corp. and R. A. HATCH CO., a Joint Venture, its officers, agents and employees of and from all claims, demands, liabilities and causes of action of every character whatsoever, whether known or unknown, arising out of or in connection with said work performed by Anderson's Erosion Control, Inc. on said Project through the date of November 30, 1985; provided, however, such waiver and release does not apply to retainage held in the amount of $396.92.

3. agree to defend and indemnify Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, and its surety from any and all liability arising out of or relating to any claims made in connection with work performed by it on said Project through the date of November 30, 1985; provided, however, such obligation does not apply to any claims for retainage held in the amount of $396.92.

EXECUTED at ~~Portland~~ Junction City, Oregon, on this 9 day of April, 1986.

Attest: (If Corporation) ANDERSON'S EROSION CONTROL, INC.

____________________ By Clara Fay Anderson

(Seal) President (Title)

SUBSCRIBED and sworn to before me by the said ____________

____________ on this the 9th day of April, 1986.

Russell A. Anderson

Notary Public for ~~Multnomah County~~, Oregon
My commission expires ~~7-16-89.~~ 5/6/86

RECEIVED
JUN 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7/15/86
cc Construction
Sec of state

9555
9865

NOTED ON CARD
Claim filed on 9555
7/3/86 $15506.59 [illegible]

claim filed 9865
16,[illegible]

NOTED ON CARD
7/[illegible]

A G R E E M E N T

THIS AGREEMENT, made this 20th day of March, 1986, by and between Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, hereinafter "Payor", and Associated Sand & Gravel Co., Inc., hereinafter "Subcontractor or Supplier".

Subcontractor or Supplier has a Contract dated None with Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, in connection with the Beaverton-Tigard Interchange, Project 9865, and Powell-Heiney Road, Project #9855, hereinafter "Project".

Subcontractor or Supplier claims the amount of ~~$14,520.83~~ $16,077.75 is presently overdue and payable in connection with such Project.

Subcontractor or Supplier is in need of immediate payment. Payor has an interest in Subcontractor or Supplier continuing performance on the Project and is willing to make payment according to the terms and conditions outlined herein.

Payor has not had an opportunity to review in full whether and to what extent any amounts are owed to Subcontractor or Supplier.

NOW, THEREFORE, it is agreed:

1. Payor agrees to pay Subcontractor or Supplier the amount of $14,520.83, receipt of which is hereby acknowledged by Subcontractor or Supplier.

2. Subcontractor or Supplier represents that the amount being paid by Payor is overdue and payable at this time, under the terms of the Contract with Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, for the project.

7/15/86
cc Constr
Sec of State

3. Subcontractor or Supplier represents and warrants that it has paid all Subcontractors, Suppliers and employees and all other amounts due and owing to any other party arising out of or relating to its work performed as of March 20, 1986.

4. It is agreed that, in the event it is later determined that Subcontractor or Supplier was not owed the amount of $ 16,077.75 ~~$14,520.83~~, or any part thereof, for any reason including, without limitation, (1) work not performed by Subcontractor or Supplier, (2) obligations not paid by Subcontractor or Supplier, (3) offsets or backcharges against Subcontractor or Supplier, (4) if, for any other reason, such sums were not due Subcontractor or Supplier, or (5) if in the future Subcontractor or Supplier becomes indebted to Roadway Constructors Corp. or R. A. Hatch Co. for any reason, Subcontractor or Supplier agrees to reimburse Payor the difference between the amount paid pursuant to paragraph 1 and the amount owed, plus interest at the rate of 12 percent per annum from the date of this Agreement.

5. Subcontractor or Supplier hereby releases Roadway Constructors Corp. and R. A. Hatch Co., Joint Venture, from any and all claims of any kind, except for $1,556.95, arising out of or relating to the work performed on the Beaverton-Tigard Interchange Project and Powell-Heiney Rd. #9855 up to and including February 28, 1986.

6. Subcontractor or Supplier agrees to defend and indemnify Roadway Constructors Corp. and R. A. Hatch Co., its officers, agents and employees from any and all claims of any kind arising out of or relating to any breach of its representations and agreements contained herein.

7. Subcontractor or Supplier agrees to continue performance according to the terms of its contract with Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture.

ROADWAY CONSTRUCTORS CORP./
R. A. HATCH CO., A JOINT VENTURE

PAYOR

ASSOCIATED SAND & GRAVEL CO., INC.

SUBCONTRACTOR/
SUPPLIER

RECEIVED
JUN [illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1984 Beaverton/Tigard Hwy. 9865
Intchge. Sec, Sunset Hwy.
(gr,pav,str,sign,ill, sig.) #3

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-27-2(17)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
00026

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
February 7, 1986

8. FEDERAL ROUTE NUMBER
Primary 27

9. STATE ROUTE NUMBER
Primary 47

10. GENERAL LOCATION:
Beaverton - Tigard Highway Interchange

11. GENERAL DESCRIPTION OF WORK
Furnish Signal Controller Software

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2/7/86 as requested in Mr. Fredrickson's letter of 5/16/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 7 is approved to a TEC of $1,200; Federal Funds $1,020.

RECEIVED
STATE HWY ENGR
MAY 30 '86
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE
5/28/86

15. SIGNATURE OF APPROVING OFFICIAL
Christianson

16. TITLE
For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9865

May 28, 1986

CON 5 - 9865

Ormega Industries Inc
P. O. Box 209
Vancouver, WA 98666

Attention: David C. Bowers
General Manager

Thank you for your letter of April 16, 1986, informing us that you have received from Roadway Constructors Corporation payment on a claim in the amount of $34,081.39.

You state this is in reference to Contract No. 9865 with Roadway Constructors Corporation and R. A. Hatch Co., a JV, for work on the Beaverton-Tigard Highway Interchange Section of Sunset Highway in Washington County.

This information will be noted in our records and we will advise the contractor, surety, and agent.

Robert W. Gormsen
COMMISSION SERVICES

cc: Roadway Constructors Corporation
& R. A. Hatch Co., a JV
P. O. Box 6179
Bend, OR 97708

American Insurance Company
Attn: Fidelity and Surety Dept.
P. O. Box 3825
Portland, OR 97208

Corroon and Black
P. O. Box 8699
Portland, OR 97201

bc: Secretary of State

bbc: Bryant Jackmond

FKN:azm

NOTED ON CARD
5-28-86 azm

ORMEGA
INDUSTRIES INC 2000 EAST COLUMBIA WAY · P.O. BOX 209 · VANCOUVER, WASHINGTON 98666
TELEPHONE (206) 699-4664—(503) 283-0015

April 16, 1986

Mr. Robert Gormsen
Commission Services
121 Transportation Bldg.
Salem, Ore 97310

REFERENCE: OSHD Project #9865

Dear Mr. Gormsen:

This is to notify you that Ormega Industries received from Roadway Constructors Corp. on April 10, 1986 payment on the above referenced project in the amount of $34,081.39. This payment has satisfied our claim against OSHD Project #9865.

We appreciate your assisstance in settling this matter.

Yours Truly,

David C. Bowers,
General Manager

RECEIVED
APR 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

May 20, 1986

CON 5 - #9953
#9863

Robert M. Gregg
Attorney at Law
700 N. Devine Road
Vancouver, WA 98661

Thank you for your letter of April 25, 1986, on behalf of Case Power and Equipment Company, stating that their claim against R. A. Hatch Co. has been paid in full.

This claim was in connection with the following contracts awarded to Roadway Constructors Corp. and R. A. Hatch Co.:

> Contract No. 9953 on the Junction Sunset Highway-Junction Pacific Highway Section of the Beaverton-Tigard Highway in Washington County.
>
> Contract No. 9863 on the Beaverton-Tigard Highway Interchange Section of the Sunset Highway in Washington County.

This information will be noted in our records and we will advise the surety, agent, and contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: American Insurance Company
Attn: Fidelity and Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

Roadway Constructors Corp.
and R. A. Hatch Co., JV
P.O. Box 6179
Bend, OR 97708

bc: Secretary of State

bbc: Bryant Jackmond

FKN:cb

NOTED ON CARD
5/20/86

THE LAW OFFICES
OF
ROBERT M. GREGG
700 N. DEVINE ROAD
VANCOUVER, WASHINGTON 98661

ROBERT M. GREGG*
ROGER J. SHARP**

ADMITTED IN
*WASHINGTON AND OREGON
**WASHINGTON AND NEW HAMPSHIRE

TELEPHONE
206-694-6505
503-223-0284

April 25, 1986

Mr. Robert Gormsen
Manager, Commission Services
Room 121, Transportation Building
Salem, OR 97310

RE: Case Power & Equipment v. R.A. Hatch
State Contract Nos. 9865 and 9953

Dear Mr. Gormsen:

The claims of Case Power and Equipment Company against the R.A. Hatch Company relating to the above referenced Highway Division contracts have been paid in full. Please take such steps as are necessary to cancel such claims.

Thank you for your assistance and cooperation.

Very truly yours,

Robert M. Gregg

cc: Case Power and Equipment
R.A. Hatch Co.

RECEIVED
APR 30 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9865

May 15, 1986

CON 5 - #9865

American Barricade Co.
P.O. Box 1482
Eugene, OR 97440

Attention: Naomi J. Karr
Office Manager

Thank you for your letter of April 2, 1986, informing us that your claim in the amount of $5,928.34 has been paid.

This was in reference to Contract No. 9865 with Roadway Constructors Corporation and R. A. Hatch Co., a JV for work on the Beaverton-Tigard Highway Interchange Section of the Sunset Highway in Washington County.

This information will be noted in our records and we will advise the surety, agent, and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: Roadway Constructors Corporation
and R. A. Hatch Co., JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Company
Attn: Fidelity and Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State

bbc: Bryant Jackmond

FKN:cb

NOTED ON CARD
5/15/86 CB

AMERICAN BARRICADE CO., INC.

60 Grimes P.O. Box 1482 Eugene, Oregon 97440 Phone 503/343-0143

April 2, 1986

Department of Transportation
Transportation Building
Salem, Oregon 97310
ATTN: Robert W. Gormsen

Dear Mr. Gormsen:

This letter is to advise you that we have received payment in full of our claim against Roadway Constructors Corporation and R.A. Hatch Co. a JV. This claim was on contract no. 9865 in the amount of $5,928.34. It was on the Beaverton-Tigard Highway Interchange, Sunset Highway, Washington County Project.

Thank you for your help in the collection of the account.

Sincerely,

Naomi J. Kerr

Naomi J. Kerr
Office Manager

RECEIVED
APR 4 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

EUGENE, ORE. SALEM ORE. PORTLAND, ORE. VANCOUVER, WASH. BEND, ORE. COOS BAY, ORE.

jc

U. S. DEPARTMENT OF TRANSPO TION
FEDERAL HIGHWAY ADMINIS ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-27-2(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00026

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE July 9, 1984

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:
Beaverton-Tigard Highway Interchange Section

11. GENERAL DESCRIPTION OF WORK
Correct 1240

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

The 1240 dated 4/3/86 on this project regarding the agreement with Wolf Creek Highway Water District is corrected to read "approved on an actual cost basis".

EIVED
HWY ENGR
APR 21 '86
REFER TO Potter
FOR

Orig to
4/21

14. DATE 4/18/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

John R. McCulloch, Jr.
Chief Trial Counsel

April 7, 1986

William F. Cloran
Assistant Attorney General

John Lund, et al v. State
Marion County Circuit Court Case No. 85-1962

CLOSING REPORT

This suit was filed in Marion County Circuit Court contesting the State's refusal to furnish Davis-Bacon Act wage rate records to John Lund, Field Supervisor for the International Union of Operating Engineers Local 701.

The initial petition requested records kept pursuant to ORS 279.354 et seq. The petition was denied by the Attorney General because such records are exempt when in the hands of the Commissioner of the Bureau of Labor and Industries. It seemed to make little sense for them to be exempt in the hands of the Commissioner and not also exempt in the hands of the Highway Division. However, both parties were mistaken as to the nature of the records. The records were, in fact, kept pursuant to 40 USC § 276a of the Davis-Bacon Act and specifically exempted from the provisions of ORS Chapter 279. This was discovered after the complaint was filed.

On behalf of defendant, this office filed a motion for summary judgment dismissing the case as moot since the records requested did not, in fact, exist. The Union countered with an amended petition and an amended complaint requesting records under the Davis-Bacon Act. Review by the Attorney General's office indicated that those records would be releasable with the exception of the Social Security numbers. The Union concurred but sought to expand its decree to declare that all Davis-Bacon Act payrolls would be releasable under the Public Records Act regardless of the circumstances surrounding the request citing Kotulski v. Mt. Hood Community College, 62 Or App 452, 660 P2d (1983). A summary judgment based on that case was taken under advisement.

Once the facts were sorted out, plaintiff and defendant were virtually in agreement as to the disposition to be made of the particular records. The remaining issues to be decided were whether plaintiff was entitled to relief broader in scope than the case before the court and what was to be done in terms of attorney fees. Were trial to be had on the broader issue, it would necessitate a trial of three to five days in length with testimony from state labor compliance officials and project managers. In view of the expense, the Highway Division agreed that an offer of settlement should be made proposing to pay $5,000 in attorney fees in return for a stipulated judgment ordering release of the records in this case but covering no wider relief. Plaintiff agreed with the terms of the offer but countered requesting that the judgment stipulated to be distributed to defendant's project managers and those concerned with labor relations and release of information. Defendant agreed since this would be done in any case, and a stipulated order of dismissal embodying the judgment was entered.

This matter was resolved equitably at a total cost to the Highway Division of less than $10,000. Its tortured course simply illustrates what is likely to occur when similar but not identical regulations are placed in force by correlative state and federal bodies. We recommend that ORS Chapters 192 and 279 be reviewed to determine whether or not additional legislative action is necessary either to protect all payroll records from disclosure when in the hands of state agencies or the Commissioner. In the alternative, appropriate statutes should be modified to render the wage rate records non-exempt when in the hands of the Commissioner.

WFC/jep

cc: Dave Frohnmayer
William F. Gary
Kendall Barnes

April 7, 1986

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

Jack m Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Water Main Relocation
Wolf Creek Highway Water District
Beaverton/Tigard Hwy. Interchange Section
Sunset Highway
Washington County
Project No. IX-27-2(5)

Reference is made to Gary A. Potter's letter of January 28, 1986, which requested approval and authorization to proceed with the adjustment of Wolfe Creek Highway Water District's water main facilities in conflict with the subject project. Paragraph 7, the last paragraph of the letter, erroneously requested approval of a lump sum agreement. Approval should have been requested for an actual cost agreement. Your PR-1240 dated April 3, 1986 granted approval on a lump sum basis. A copy of PR-1240 is attached for your information. Amendment of the PR-1240 to reflect reimbursement on an actual cost basis is requested.

JMC:jr
attach.

cc: E. S. Hunter
Gary A. Potter
R. L. Fleming

RECEIVED
STATE HWY ENGR
APR 8 '86
REFER TO
FOR
Info Invest R/D D/R Sign Act File

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-27-2(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00026

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE July 9, 1984

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:
Beaverton/Tigard Highway Interchange Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 1/28/86, this will confirm the advance approval date of 7/9/84 contingent upon modification of Project Agreement if additional funds are required, to proceed with the actual adjustments to the water main facilities on a lump sum basis of $13,297; Federal Funds $11,302.

The Agreement with the Wolf Creek Highway Water District is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
APR 7 '86
REFER TO Potter
FOR
Info Invest R/D D/R Sign Act File

Orig. to
4/8

14. DATE 4/3/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

April 1, 1986

Mr. Gene Mechanic
Attorney at Law
200 Alder Park Building
808 S.W. Alder Street
Portland, Oregon 97205

Re: John Lund v. State
Marion County Circuit Court Case No. 85-1962

Dear Gene:

Attached please find the Highway Division's warrant in the amount of $5,000 made out jointly to you and Local 701 of the Operating Engineers. The Judgment in this case is being distributed to the field today. I will forward you a copy of the transmittal letter should you desire. I believe that the records called for by the Order may have already been furnished to your client. If this is not the case, you may feel free to have Mr. Lund or another representative of the union check with the appropriate field offices.

When you have satisfied yourself as to these matters, I am requesting that a satisfaction of judgment be filed to close out the case file.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC/jep

Attachment

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
#9865 and #9953

TO: Fred Miller, Director
Larry Rulien, State Highway Engineer
Thomas Jones, EEO, MBE & Labor Compliance

DATE: April 1, 1986

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Court Judgement
Contract Nos. 9865 and 9953
Marion County Circuit Court #85-1962

Attached for your information is a copy of a judgement issued by Marion County Court in the above captioned litigation.

OBJ:RJK:kjm

Attachment

cc: Region Engineers w/attach.
Project Mangers w/attach.
Jack Sollis w/attach.
William Cloran w/attach.
CON 4 w/attach.

04012k

Fred - they asked for payroll records - we resisted - this says they are entitled what happened?
Larry

RECEIVED
STATE HWY ENGR
APR 3 '86
REFER TO
Pof
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
DOT DIRECTOR
APR 02 '86
REFER TO
Rulien
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
DOT DIRECTOR
APR 04 '86
REFER TO
B. Thma
FOR
Info Inves R/D D/R Sign Act File

NOTED
ROBERT N. BOTHMAN

FRED MILLER

R. N. BOTHMAN

81-125-1387

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor Organization,

Plaintiff,

v.

THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION,

Defendant.

No. 85-1962

JUDGMENT

FILED
STATE OF OREGON
MARION
CIRC
APR 1 8 47 AM '86
TRIAL COURT ADMINISTRATOR
BY

This matter having become on before the Court, upon the agreement of the parties to a judgment by stipulation and the Court being duly advised,

NOW, THEREFORE, BASED UPON THE PARTIES' STIPULATION, IT IS HEREBY ORDERED, ADJUDGED AND DECREED, as follows:

1. Defendant shall release to plaintiff the weekly payroll statements requested by plaintiff for contracts number 98-65 and 99-53, except that based upon plaintiff's withdrawal of its request that social security numbers be included as part of the disclosure, defendant may delete social security numbers from the records provided to plaintiff;

2. The weekly payroll statements submitted to defendant in accordance with the Davis-Bacon Act (40 USC Setion 276a) and requested by plaintiff for projects 98-65 and 99-53 are public records subject to disclosure under the Oregon Public Records Law, ORS 192.500 _et._ _seq._;

3. Defendant shall provide a copy of this judgment to the Director of the Oregon Department of Transportation, the State Highway Engineer, the Chief Compliance Officer for the Highway Division and all State Highway Division Project Managers;

4. Defendant shall reimburse plaintiff its reasonable attorney fees in the amount of $5,000.

DATED this 1st day of April, 1986.

ROBERT B. McCONVILLE
ROBERT B. McCONVILLE
Circuit Judge

IT IS SO STIPULATED:

Gene Mechanic
Gene Mechanic, OSB #77054
Attorney for Plaintiff

William F. Cloran
William F. Cloran, OSB #72050
Attorney for Defendant

March 26, 1986

Mr. Gene Mechanic
Attorney at Law
200 Alder Park Building
808 S.W. Alder Street
Portland, Oregon 97205

Re: Lund v. State of Oregon
Marion County Circuit Court Case No. 85-1962

Dear Gene:

I am responding to your letter of March 21, 1986 enclosing a proposed stipulated judgment. My client prefers a more neutral wording to that proposed in the draft. I assume that this can be accommodated.

The second matter is the matter of payment of attorney fees in the amount of $5,000. The proposed order lists these as prevailing party costs and fees under ORS Chapter 192. The offer to reimburse attorney fees was made as a good faith offer of settlement in order to avoid the incursion by either party of additional expenses in connection with this litigation. My client strongly objects to inclusion of any statement in the stipulated judgment which would indicate that it is anything other than a stipulation disposing of the case reached by mutual agreement. I have redrafted the proposed judgment to reflect these concerns and hope that it meets with your approval.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC/jep
Enclosure

NUMBER 04/01/86 4 291
FISCAL YR 86

OREGON STATE HIGHWAY DIVISION

REMITTANCE ADVICE

INVOICE DATE	INVOICE NUMBER OR DESCRIPTION	GROSS AMOUNT	DISCOUNT/ INTEREST	NET AMOUNT
04/01/86	FILE: CON 5			
	#9865			$2,500.00
	#9953			$2,500.00
			TOTAL PAYMENT	$5,000.00

rm 734-1350A

NOT NEGOTIABLE

HIGHWAY DIVISION
OREGON DEPARTMENT OF TRANSPORTATION

TO THE
STATE TREASURER
SALEM, OREGON

96-10
1232

WARRANT

4688145 73404	DATE 04/01/86	CHECK NO.	PAY ***********5,000 DOLLARS 00 CENTS	$ $5,000.00

HIGHWAY FUND

VOID AFTER 2 YEARS FROM DATE OF ISSUE

Form 734-1350

THE
JER
OF

GENE MECHANIC - OPERATING ENGINEERS 701
% R/W

⑈74688145⑈ ⑆123200101⑆ 73404⑈

BDV 3

CL 1986-0124

9865

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 21 1986
BARBARA ROBERTS
SECRETARY OF STATE

March 19, 1986

IN REPLY REFER TO
FILE NO.: CON 5
#9865

Associated Sand & Gravel
Company, Inc.
P.O. Box 363
Tualatin, OR 97062

Attention: Albert P. Demers

This will acknowledge your letter of February 4, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Associated Sand & Gravel Company, Inc.
AMOUNT:	$16,061.23
FOR:	Material
AGAINST (Prime contractor):	Roadway Constructors Corporation and R. A. Hatch Co., a JV
CONTRACT NO.:	9865
PROJECT:	Beaverton-Tigard Highway Interchange Section, Sunset Highway, Washington County
SURETY:	The American Insurance Company
AGENT:	Corroon and Black

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Roadway Constructors Corporation
and R. A. Hatch Co., a JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon and Black
P.O. Box 8699
Portland, OR 97207

NOTED ON CARD
5/21/86 CB

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

[illegible]

RECEIVED
MAR 24 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

S&G ASSOCIATED SAND & GRAVEL
COMPANY, INC.
19585 S.W. 118TH AVE. ● P.O. BOX 363 ● TUALATIN, OR 97062

February 4, 1986

MR. ROBERT GORMSEN
Oregon State Highway Division
Transportation Building
Room 121
Salem, OR 97310

Contract No: 9865, Sunset Highway

Dear Mr. Gormsen:

Notice is hereby given that the undersigned Associated Sand & Gravel Co., Inc. has a claim for Concrete Sewer Pipe, Manhole Materials, Concrete Sewer Fittings and Castings furnished to Roadway-Hatch on your contract #~~9953~~ 9865 in the sum of $16,061.23.

We would appreciate any information on the status of this project.

Very truly yours,

ASSOCIATED SAND & GRAVEL CO., INC.

Albert P. Demers
Oregon Division Manager

APD:tc

RECEIVED
1986

(503) 692-3885 • 1-800-648-6609
An ARC America Company

CL 1986-0123
9865

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 19, 1986

FILED
MAR 21 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.: CON 5
#9865

Anderson's Erosion Control Inc.
P.O. Box 205
Junction City, OR 97448

Attention: Clara Fay Anderson
President

We have received your letter dated February 12, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Anderson's Erosion Control, Inc.
AMOUNT:	$5,368.92
FOR:	Labor and materials
AGAINST (Prime contractor):	Roadway Constructors Corporation and R. A. Hatch Co., a JV
CONTRACT NO.:	9865
PROJECT:	Beaverton-Tigard Highway Interchange Section, Sunset Highway, Washington County
SURETY:	The American Insurance Company
AGENT:	Corroon and Black

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: Roadway Constructors Corporation
and R. A. Hatch Co., a JV
P.O. Box 6179
Bend, OR 97708

Corroon and Black
P.O. Box 8699
Portland, OR 97207

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

NOTED ON CARD
~~3/21/86 CS~~

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

Anderson's

EROSION CONTROL

INC.

P.O. Box 205
Junction City, Oregon 97448
Phone (503) 998-2062

February 12, 1986

Manager
Oregon Transportation Commission Services
Department of Transportation
121 Transportation Building
Salem, OR 97310

To Oregon State Department of Transportation:

Notice hereby is given that the undersigned Anderson's Erosion Control, Inc. has a claim for furnishing labor and materials for seeding, fertilizing and mulching in the sum of $ 5,368.92 dollars against the bond taken from the principle Roadway Constructors Corp., formally Railco Multi Const., Inc. and R. A. Hatch Co., a joint venture whose surety is American Insurance Co. for the work at Beaverton - Tigard Interchange, Oregon State Department of Transportation Contract No. 9865.

Clara Fay Anderson

Clara Fay Anderson
President

cc: Roadway Constructors, Inc.,
and R.A. Hatch Co.(A Joint Venture)

American Insurance Co.

RECEIVED
FEB 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

member of international erosion control association, inc.

CL 1986-0095
9865

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 21 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:
CON 5
#9865

March 19, 1986

Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

We have received your letter dated February 24, 1986, filing a claim against the following Highway Division contract:

FILED BY: Douglas S. Coats, Inc.

AMOUNT: $106,074.64

AGAINST (Prime contractor): Roadway Constructors Corporation and R. A. Hatch Co., a JV

CONTRACT NO.: 9865

PROJECT: Beaverton-Tigard Highway Interchange Section, Sunset Highway, Washington County

SURETY: The American Insurance Company

AGENT: Corroon and Black

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Roadway Constructors Corporation
and R. A. Hatch Co., a JV
P.O. Box 6179
Bend, OR 97708

Corroon and Black
P.O. Box 8699
Portland, OR 97207

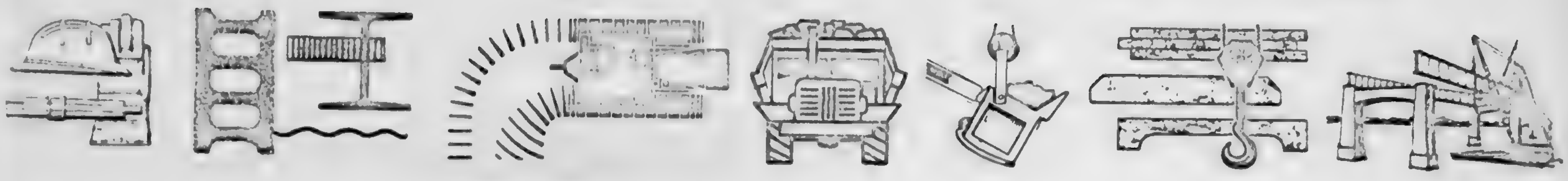
The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
5/21/86 CB

[illegible]

BRIDGES STREETS & ROADS STEEL STRUCTURES



DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

February 24, 1986

Mr. Robert W Gormsen
Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

RE: Notice of Claim Against Bond Provided By The American Insurance Company, as Surety, and Roadway Constructors, Inc & R A Hatch; A Joint Venture, as Principal, Oregon State Highway Division, Department of Transportation, Contract No. 9865, Beaverton, Tigard Interchange.

Dear Mr. Gormsen:

Enclosed is a copy of the Notice of Claims filed with the Secretary of State and the general contractor.

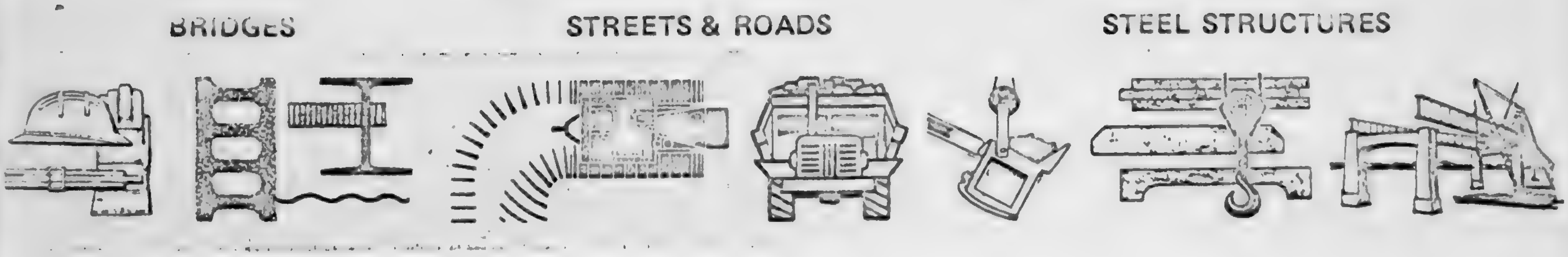
This is in addition to our claim for $566,376.21, filed for this same project. This claim for $106,074.64 is for a request for a change for Differing Site Conditions that has been filed for this project. The request is pending with the Oregon State Highway Division at this time.

Sincerely,

DOUGLAS S COATS INC.

Douglas S Coats
President

RECEIVED
FEB 26 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION



DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

February 24, 1986

Secretary of State
141 State Capitol Bldg.
Salem, Oregon 97310

RE: NOTICE OF CLAIM AGAINST ORS CHAPTER 279 BOND
Agency: Oregon State Highway Division, Department of Transportation, Contract #9865
Prime Contractor: ROADWAY CONSTRUCTORS, INC & R A HATCH, A JOINT VENTURE, P O Box 6179, Bend, Or 97708
Surety: The American Insurance Company, P O Box 3825, Attn: Fidelity & Surety Dept, Portland, Or 97208

Dear Secretary of State:

Pursuant to ORS 279, notice hereby is given that the undersigned, DOUGLAS S COATS INC. had claims for:

> A request that is pending with the Oregon State Highway Division for a claim resulting from differing site conditions for this project. This request is for 106,074.64.

The claim is against the bond taken from Roadway Constructors Inc. & R A Hatch Co, A Joint Venture, as Principal, and The American Insurance Company, as Surety, for Oregon State Highway Division, Contract #9865. Such material and labor was supplied to R A Hatch Co.

Sincerely,

DOUGLAS S COATS INC

Douglas S Coats
President

RECEIVED
FEB 26 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1986-0130

9865

FILED
MAR 21 1986
BARBARA ROBERTS
SECRETARY OF STATE

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 19, 1986

IN REPLY REFER TO
FILE NO.:
CON 5
#9865

Ormega Industries Inc.
P.O. Box 209
Vancouver, WA 98666

Attention: David C. Bowers
General Manager

We have received your letter dated March 12, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Ormega Industries Inc.
AMOUNT:	$34,031.39
AGAINST (Prime contractor):	Roadway Constructors Corporation and R. A. Hatch Co., a JV
CONTRACT NO.:	9865
PROJECT:	Beaverton-Tigard Highway Interchange Section, Sunset Highway, Washington County
SURETY:	The American Insurance Company
AGENT:	Corroon and Black

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Roadway Constructors Corporation
and R. A. Hatch Co., a JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon and Black
P.O. Box 8699
Portland, OR 97207

NOTED ON CARD
5/21/86 CB

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

ORMEGA

INDUSTRIES INC 2000 EAST COLUMBIA WAY · P.O. BOX 209 · VANCOUVER, WASHINGTON 98666
TELEPHONE (206) 699-4664—(503) 283-0015

March 12,1986

Oregon Department of Transportation
Transportation Bldg.
Salem, OR 97310

ATTENTION: Robert Gormsen

Dear Robert,

Per our phone conversation March 12,1986 concerning our delinquent account with Douglas S. Coats for the project at Beaverton Tigard Interchange (contract #9865).

We understand that the State of Oregon has made payments to R.A. Hatch for 98% of the project work concerning Ormega's Contract, as of Jan. 8,1986.

Douglas S. Coats has not made payment on their account since Dec. 19,1985. The present balance of Douglas S. Coats account is $34,081.39.

Ormega is requesting that you assist us in lien proceedings against the above project.

Thank you,

David C. Bowers
General Manager

RECEIVED
MAR 13 1986
COMMISSION
DEPARTMENT OF TRANSPORTATION

CL 1986-0060

9865

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 21 1986
BARBARA ROBERTS
SECRETARY OF STATE

March 19, 1986

IN REPLY REFER TO
FILE NO.: CON 5
#9865

Traffic Safety Supply Co.
2324 SE Umatilla St.
Portland, OR 97202

Attention: Richard A. Parson
Vice President

We have received your letter dated January 27, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Traffic Safety Supply Co.
AMOUNT:	$3,060.00
FOR:	Material
AGAINST (Prime contractor):	Roadway Constructors Corporation and R. A. Hatch Co., a JV
CONTRACT NO.:	9865
PROJECT:	Beaverton-Tigard Highway Interchange Section, Sunset Highway, Washington County
SURETY:	The American Insurance Company
AGENT:	Corroon & Black

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Roadway Constructors Corporation
and R. A. Hatch Co., a JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon and Black
P.O. Box 8699
Portland, OR 97207

NOTED ON CARD
5/21/86 CB

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

TRAFFIC SAFETY SUPPLY CO.

TSS

2324 S.E. UMATILLA ST. PORTLAND, OREGON 97202 · 235-8531 AREA CODE 503

January 27, 1986

Commission Services Section
Room 121
Transportation Building
Salem, OR 97310

Re: OSHD Contract #9865
Beaverton/Tigard Highway I/C Washington County
Roadway Construction R. A. Hatch Joint Venture

Gentlemen:

Notice is hereby given that the undersigned, Traffic Safety Supply Co. has a claim for temporary plastic safety markers furnished by Traffic Safety Supply Co. in the sum of $3060.00 against the bond taken from Roadway Construction R.A. Hatch J.V. and Corron & Black of Oregon for the work of Beaverton/Tigard Highway I/C for which the Bond was taken.

Very truly yours,

TRAFFIC SAFETY SUPPLY CO.

Richard A. Parson
Vice President

DP/jh

cc: Corron & Black of Oregon
P.O. Box 8699
Portland, Oregon 97207

Roadway Hatch J.V.
3500 S. W. Bond
Portland, Oregon 97201

RECEIVED

MANUFACTURERS AND DISTRIBUTORS
STREET AND HIGHWAY SIGNS - SAFETY AND CONSTRUCTION ACCESSORIES

CL 1986-0121

9865

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 21 1986
BARBARA ROBERTS
SECRETARY OF STATE

March 19, 1986

CON 5
#9865 IN REPLY REFER TO FILE NO.:

H & H Electric Inc.
P.O. Box 6209
Bend, OR 97708

We have received your letters of January 23 and February 4, 1986, revising your claim amount from $139,389.03 on the following Highway Division contract:

FILED BY:	H & H Electric, Inc.
AMOUNT:	January 23 letter revises amount to $163,211.97 and February 4 letter revises amount to $180,624.39
AGAINST (Prime contractor):	Roadway Constructors Corporation & R. A. Hatch Co., a JV
CONTRACT NO.:	9865
PROJECT:	Beaverton-Tigard Highway Interchange Section, Sunset Highway, Washington County
SURETY:	The American Insurance Company
AGENT:	Corroon and Black

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Roadway Constructors Corporation
& R. A. Hatch Co., a JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon and Black
P.O. Box 8699
Portland, OR 97207

NOTED ON CARD
5/21/86 CB

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. Previous claim dated 12-17-85. ✓

H
&
H electric inc.

Jan. 23, 1986

Oregon State Highway Division
Ken Allmer, Project Manager
2131 SW Scholls Ferry Road
Portland, OR 97221

RE: Beaverton/Tigard Hwy. Intchge. Sec.
OSHD Contract No. 9865

Dear Ken:

On Dec. 17, 1985 we filed claim with the Office of Commission Services for non payment of work complete. The amount owed to us at that time was $139,389.03. We have since performed more work on the project for a revised total due of $163,211.97.

At this time we request action be taken as outlined in section 107.28, paragraph 2, of the Standard Specifications, whereby the Commission pays the claim and charges the amount thereof against funds due the contractor.

Please forward this information to Robert W. Gormsen, Commission Services.

Yours Truly,
H&H Electric, Inc.

Isabel L. Hendricks

Isabel L. Hendricks
President

ILH:clb

767 S.E. Glenwood Drive • (503) 388-4837
P.O. Box 6209 • Bend, Oregon 97708

H
&
H electric inc.

Feb 4, 1986

Oregon State Highway Division
Commission Services
Room 121
Transportation Building
Salem, OR 97310

Project: Beaverton/Tigard Hwy. Intchge. Sec.
Contract No. 9865

REF: File No. CON 5 - #9865

Gentlemen/Ladies:

As of this date we still have not been paid by the prime contractor for work complete on this project. However, we have performed more work since our last correspondence and wish to update the amount owed. The following is current as of 1-31-86.

Total due for work complete since 6-30-85	$176,462.62
Retention withheld thru 6-30-85	4,161.77
Total receivable	$180,624.39

Please confirm that our claim has been revised to reflect this increase.

Yours Truly,
H&H Electric, Inc.

Graeme C. Leggatt, Jr.
Estimator

GCL:clb

767 S.E. Glenwood Drive • (503) 388-4837
P.O. Box 6209 • Bend, Oregon 97708

CL 1986- 0132

9865

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 21 1986
BARBARA ROBERTS
SECRETARY OF STATE

March 19, 1986

CON 5
#9865 IN REPLY REFER TO FILE NO.:

Ron Platt Mfg., Inc.
200 S.E. Bridgeford Blvd.
Bend, OR 97702

We have received your letter dated February 6, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Ron Platt Mfg., Inc.
AMOUNT:	$1,227.40
FOR:	Fabrication of railing
AGAINST (Prime contractor):	Roadway Constructors Corporation and R. A. Hatch Co., a JV
CONTRACT NO.:	9865
PROJECT:	Beaverton-Tigard Highway Interchange Section, Sunset Highway, Washington County
SURETY:	The American Insurance Company
AGENT:	Corroon and Black

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Roadway Constructors Corporation
and R. A. Hatch Co., a JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon and Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
3/21/86 CB

[illegible]

STEEL FABRICATION

RON PLATT MFG., INC.

COMMERCIAL & INDUSTRIAL

61534 WARD RD. • BEND, OREGON 97702
(503) 389-4665
200 S. E. BRIDGEFORD BLVD.

February 6, 1986

Commission Services
State of Oregon Highway Department
Room 121 Transportation Building
Salem, Oregon 97310

PROJECT: Beaverton/Tigard Highway Interchange Section of the Sunset Highway, Washington County, Oregon OSHD Contract #9865

CONTRACTOR: Roadway Constructors Corporation and R. A. Hatch Co., a Joint Venture, P. O. Box 6179, Bend, OR 97708

SUBJECT: Claim against Bond

Gentlemen:

We subcontracted with Douglas S. Coats, Inc., P. O. Box 311, Bend, Oregon 97709, to fabricate the metal bridge railing and metal pedestrain railing for the above mentioned project.

The railing has been completed since May, 1985. Our last monies received on this project was in August, 1985. We still have not been paid the balance due of $1,227.40 for materials supplied.

Please consider this communication as our request for payment and claim for the above stated amount with the Bonding Company providing coverage for this contract.

Please confirm and advise.

Sincerely,
RON PLATT MFG., INC.

Ronald E. Platt

Ronald E. Platt
President

cc: Neil Bryant

RECEIVED
FEB -7 1986
COMMISSION SERVICES

CC 1986-0138

9865

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 26 1986
BARBARA ROBERTS
SECRETARY OF STATE

March 19, 1986

IN REPLY REFER TO
FILE NO.: CON 5
#9865

Coral Construction Company
P.O. Box 347
Wilsonville, OR 97070

Attention: Jay W. Minor
Secretary-Treasurer

We have received your letter dated February 24, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Coral Construction Company
AMOUNT:	$134,810.37
FOR:	Labor and material
AGAINST (Prime contractor):	Roadway Constructors Corporation and R. A. Hatch Co., a JV
CONTRACT NO.:	9865
PROJECT:	Beaverton-Tigard Highway Interchange Section, Sunset Highway, Washington County
SURETY:	The American Insurance Company
AGENT:	Corroon and Black

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
MAR 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Roadway Constructors Corporation
and R. A. Hatch Co., a JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon and Black
P.O. Box 8699
Portland, OR 97207

NOTED ON CARD
5/21/86 CB

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

[illegible]

Coral Construction Company
SPECIALTY HIGHWAY AND GENERAL CONTRACTORS

P.O. Box 347
Wilsonville, Oregon 97070
Phone (503) 682-2252

February 24, 1986

State of Oregon
Department of Transportation
Transportation Bldg.
Salem, OR 97310

Attn: Robert Gormsen

* Incorrect no. Should be 9865

Gentlemen:

Notice hereby is given that the undersigned, Coral Construction Company, an Oregon Corporation, has a claim for furnishing and installing wood sign posts, sign structures, and signs on Oregon State Highway Division Contract No. 9757* in the sum of One Hundred Thirty Four Thousand Eight Hundred Ten and 37/Hundredth Dollars ($134,810.37) against the bond taken from Roadway Constructors, Inc./ R.A. Hatch Co. (A Joint Venture) and American Insurance Company for the grading, paving, structures, signing, illumination and signals on the Oregon State Highway Division Project, Beaverton/Tigard Highway Interchange Section of the Sunset Highway in Washington County.

Sincerely,

CORAL CONSTRUCTION COMPANY

Jay W. Minor
Secretary/Treasurer

JWM:ll

CC: R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

American Insurance Company
Fidelity and Surety Department
P.O. Box 3825
Portland, OR 97208

RECEIVED
FEB 25 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL1986-0073

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 26 1986
BARBARA ROBERTS
SECRETARY OF STATE

March 19, 1986

IN REPLY REFER TO
FILE NO.: CON 5
#9865

Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

We have received your letter dated February 24, 1986, filing a revised claim against the following Highway Division contract: You state this claim updates the claim amount, which was filed on January 6, 1986, in the amount of $364,498.88.

FILED BY:	Douglas S. Coats, Inc.
AMOUNT:	$566,376.21 plus interest
FOR:	Bridge construction and materials
AGAINST (Prime contractor):	Roadway Constructors Corporation and R. A. Hatch Co., a JV
CONTRACT NO.:	9865
PROJECT:	Beaverton-Tigard Highway Interchange Section, Sunset Highway, Washington County
SURETY:	The American Insurance Company
AGENT:	Corroon and Black

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
MAR 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: Roadway Constructors Corporation
and R. A. Hatch Co., a JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon and Black
P.O. Box 8699
Portland, OR 97207

NOTED ON CARD
3/27/86 CB

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. Replaces claim dated 1-6-86 in amount of $364,498.88.

BRIDGES STREETS & ROADS STEEL STRUCTURES

DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

February 24, 1986

Mr. Robert W. Gormsen
Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

RE: Notice of Claim Against Bond Provided By The American Insurance Company, as Surety, and Roadway Constructors, Inc & R A Hatch, A Joint Venture, as Principal, Oregon State Highway Division, Department of Transportation, Contract No. 9865, Beaverton, Tigard Interchange.

Dear Mr. Gormsen:

Enclosed is a copy of the Notice of Claims filed with the Secretary of State and the general contractor.

This is an update on the claim that we originally filed with your office for 364,498.88.

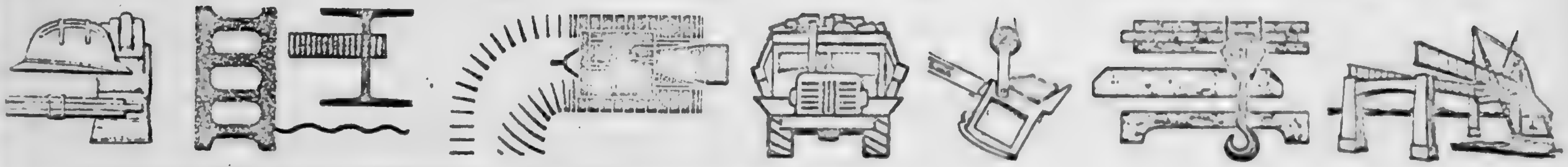
Sincerely,

DOUGLAS S COATS INC.

Douglas S Coats
President

RECEIVED
FEB 26 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BRIDGES STREETS & ROADS STEEL STRUCTURES



DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

Secretary of State
141 State Capitol Bldg.
Salem, Oregon 97310

Re: NOTICE OF CALIM AGAINST ORS CHAPTER 279 BOND
Agency: Oregon State Highway Division,
Department of Transportation, Contract #9865
Prime Contractor: Roadway Constructors, Inc & R A Hatch, A Joint Venture, P O Box 6179, Bend, Or 97708
Surety: The American Insurance Company, P O Box 3825,
Attn: Fidelity & Surety Dept, Portland, Or 97208

Dear Secretary of State:

Pursuant to ORS 279, notice hereby is given that the undersigned DOUGLAS S COATS INC. has claims for:

> Bridge Construction and materials furnished for the sum of $566,376.21 for work accomplished through January 30, 1986, including retention, together with interest thereon. Work is continuing on the project.

The claim is against the bond taken from Roadway Constructors Inc. & R A Hatch Co, A Joint Venture, and The American Insurance Company, as surety, for the Oregon State Highway Division, Contract 9865. Such material and labor was supplied to R A Hatch Co.

Sincerely,

DOUGLAS S COATS INC

Douglas S Coats
President

RECEIVED
FEB 26 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

March 18, 1986

Gene Mechanic
Goldberg, Mechanic
& Goldstein
Attorneys at Law
200 Alder Park building
306 S.W. Alder Street
Portland, Oregon 97205

Re: *John Lund, in his capacity as Field Supervisor for the International Union of Operating Engineers, Local No. 701* v. *State of Oregon, Department of Transportation*
Marion County Cir. Ct. No. 85-1962

Dear Gene:

Per our conversation of Friday afternoon, I have discussed the matter of settlement of the Lund case with Don Arnold, Special Counsel to the Attorney General. In reviewing your Amended Complaint I note that the relief requested is as to the petition filed. However, only in enacting ORS chapter 192, the Legislature chose a statutory scheme which requires an exercise of discretion as to each public document request. This requires a decision at the agency level first with review by the Attorney General or District Attorney prior to a resort to the courts. It is our position that entry of an order of judgment which circumvents the decision-making process as to any class of records, violates the plain language of the statutes as well as the legislative intent. It is beyond our authority to enter into such an order.

We propose that since the parties are in agreement as to the particular petition involved, an order granting a voluntary dismissal with prejudice be stipulated to by the parties under ORCP Rule 54B. If this is done and for the purposes of settlement only, my client has authorized to offer a monetary settlement of $5,000 for attorney fees. Please let me know if this is acceptable to your client.

Sincerely,

William F. Cloran
Assistant Attorney General

WFC:cg
bcc: Don Arnold

FIREMAN'S FUND
INSURANCE COMPANIES

Seattle Branch Office
2121 4th Avenue
Seattle, Washington 98121
Telephone (206) 587-3200

James M. F. Henderson
Resident Vice-President

March 12, 1986

3/14/86
cc
Jan Peterson
Constr

Oregon Dept. of Transportation
Highway Division
Transportation Building
Salem, OR 97310

RE: FILE NO: H864S-546573
PRINCIPAL: R. A. Hatch Company
BOND NO: SC 6408939
OBLIGEE: Oregon DOT
PROJECT: Beaverton-Tigard Interchange
CONTRACT NO: 9865

Gentlemen:

You were directed by telegram of February 25, 1986 to make no further payments to R. A. Hatch Company on the above-referenced project without the express written consent of The American Insurance Company.

We withdraw our previous request and ask that payments be made in accordance with standard contract procedures. Thank you for your cooperation.

Sincerely,

THE AMERICAN INSURANCE COMPANY

Jon Elmgren

Jon Elmgren
Sr. Surety Claims Specialist

NOTED ON CARD

JE/crc23

cc: R. A. Hatch Company
Attn: Robert Hatch
Box 6179
Bend, OR 97708

Riedel International, Inc.
Attn: J. R. McGuinn
P. O. Box 3320
Portland, OR 97208

Dean Beck, Bond Manager - Portland, Oregon

RECEIVED
MAR 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

- jc

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIS TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-27-2(17)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00026

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE November 21, 1985

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:
Beaverton/Tigard Highway - Interchange Section

11. GENERAL DESCRIPTION OF WORK
Install Luminaires

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 11/21/85 as requested in Mr. Fredrickson's letter of 3/3/86 as being cost effective for the use of Portland General Electric forces to proceed with the above work.

State Force Order No. 6 is approved to a TEC of $900; Federal Funds $765.

RECEIVED
STATE HWY ENGR
MAR 13 '86
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to 3/13

14. DATE 3/11/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINIST TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-27-2(17)

2. STATE PROJECT NO. See Below

2A COUNTY NAME Washington

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO 00026

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE February 24, 1986

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:

Beaverton - Tigard Highway Interchange

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* See Below

13. REMARKS

As requested in Mr. Potter's letter of 2/13/86 we approve a Program Change to joint finance the subject project utilizying Appn. Code 177 funds.

1. Appn. Code: To add 177 funds.

RECEIVED
STAT.. HWY ENGR

MAR 11 '86

REFER TO
Potter

FOR

Info	Inves	R/D	/R	ign	ct	File

Orig to
3/11

14. DATE 3/6/86

15. SIGNATURE OF APPROVING OFFICIAL G. K Hessner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

CL 1986-0111

9865

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 17 1986
BARBARA ROBERTS
SECRETARY OF STATE

February 19, 1986

IN REPLY REFER TO
FILE NO.:
CON 5
#9865

American Barricade Co., Inc.
P.O. Box 1482
Eugene, OR 97440

Attention: Naomi J. Kerr
Office Manager

We have received your letter of January 27 and your correction letter dated February 11, 1986, filing a claim against the following Highway Division contract:

FILED BY:	American Barricade Co., Inc.
AMOUNT:	$5,928.34
AGAINST (Prime Contractor):	Roadway Constructors Corporation and R. A. Hatch Co. a JV
CONTRACT NO.:	9865
PROJECT:	Beaverton-Tigard Highway Interchange, Sunset Highway, Washington County
SURETY:	The American Insurance Company
AGENT:	Corroon and Black

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Roadway Constructors Corp.
and R. A. Hatch Co. a JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon & Black
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
MAR 20 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AMERICAN BARRICADE CO., INC.

60 Grimes P.O. Box 1482 Eugene, Oregon 97440 Phone 503/343-0143

January 27, 1986

State of Oregon
Room 121, Transportation Building
Salem, Oregon 97310
ATTN: Robert Gormsen

Dear Mr. Gormsen:

This letter is in regard to a past due account that Roadway-Hatch, P.O. Box 781; Fairview, Oregon 97024 has with us. The total they owe us to date is $5,928.34. $5,590.84 of this account is owed on the 217 Sunset Highway Interchange Job, Contract #9865. $337.50 is owed on Contract #8065.

We wanted to make you aware of this problem. Any thing you could advise us to do to expedite payment of this account would be greatly appreciated. Thank you for your attention to this matter.

Sincerely,

Naomi J. Kerr

Naomi J. Kerr
Office Manager

cc Roadway-Hatch

EUGENE, ORE. SALEM ORE. PORTLAND, ORE. VANCOUVER, WASH. BEND, ORE. COOS BAY, ORE.

AMERICAN BARRICADE CO., INC.

60 Grimes P.O. Box 1482 Eugene, Oregon 97440 Phone 503/343-0143

February 11, 1986

State of Oregon
Room 121, Transportation Building
Salem, Oregon 97310
Attn: Robert Gormsen

Dear Mr. Gormsen:

This letter is in regard to a correction to a letter we sent you on January 27, 1986. In our original letter we stated that Roadway-Hatch, P.O. Box 781, Fairview, Oregon 97024 has a past due account with us. This is correct, however we stated two different contract numbers for the amount they owe us. I have since found out that all of the money is owed to us only on Contract #9865, the 217 Sunset Highway Interchange Job. The total due on this job is now $5,928.34.

Any help you can give us with this problem will be greatly appreciated. Thank you for your time and attention to this matter.

Sincerely,

Naomi J. Kerr

Naomi J. Kerr
Office Manager

cc Roadway-Hatch

RECEIVED
FEB 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

EUGENE, ORE. SALEM ORE. PORTLAND, ORE. VANCOUVER, WASH. BEND, ORE. COOS BAY, ORE.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: February 13, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 00026
Project No. IX-27-2(17)
Beaverton-Tigard Highway Interchange
Washington County

I request your approval of a program change to joint finance the subject project utilizing Appn Code 177 funds. This change will require the following revision:

1) Appn Code: to add 177 funds.

RLC:bkb
cc: R. Oakes
W. Schulte, Metro
J. Peterson
General Files

Form 734-3122

CL 1986-0073
[illegible]

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 7, 1986

IN REPLY REFER TO
FILE NO.: CON.
#9865

FILED
FEB 13 1986
BARBARA ROBERTS
SECRETARY OF STATE

Douglas S. Coats Inc.
P.O. Box 311
Bend, OR 97709

We have received your letter dated January 6, 1986, filing a claim against the following Highway Division contract:

FILED BY: Douglas S. Coats, Inc.

AMOUNT: $364,498.88

AGAINST (Prime Contractor): Roadway Constructors Corporation and R.A. Hatch Company, a JV

CONTRACT NO.: 9865

PROJECT: Beaverton-Tigard Highway Interchange Section, Sunset Highway, Washington County

SURETY: The American Insurance Company

AGENT: Corroon and Black

We will advise the surety, agent, and contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: Roadway Constructors Corp.
and R.A. Hatch Co., a JV
P.O. Box 6179
Bend, OR 97708

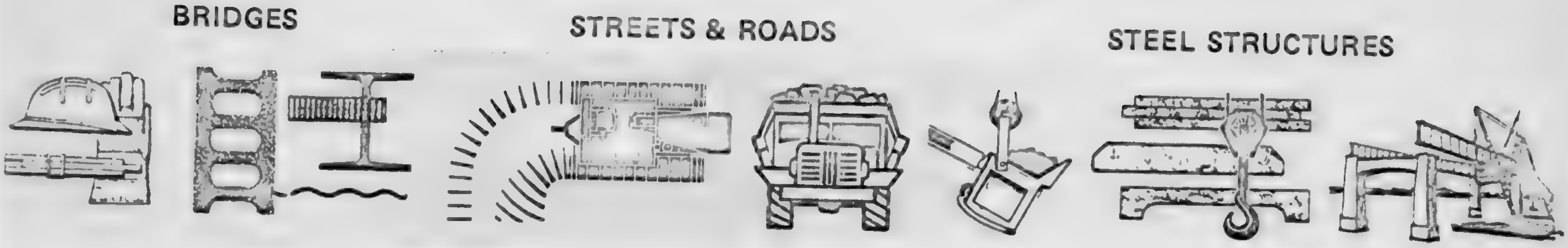
Corroon and Black
P.O. Box 8699
Portland, OR 97201

American Insurance Co.
P.O. Box 3825
Attn: Fidelity & Surety Dept.
Portland, OR 97208

NOTED ON CARD
5/21/86 CB

RECEIVED
FEB 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.



DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

January 6, 198~~5~~6

Office of Commission Services
State of Oregon Highway Department
Room 121 Transportation Building
Salem, Oregon 97310

PROJECT: Beaverton/Tigard Highway Interchange Contract #9865

CONTRACTOR: Road Constructors Inc and R A Hatch Co-
Joint Venture

SUBJECT: Claim Against Payment Bond

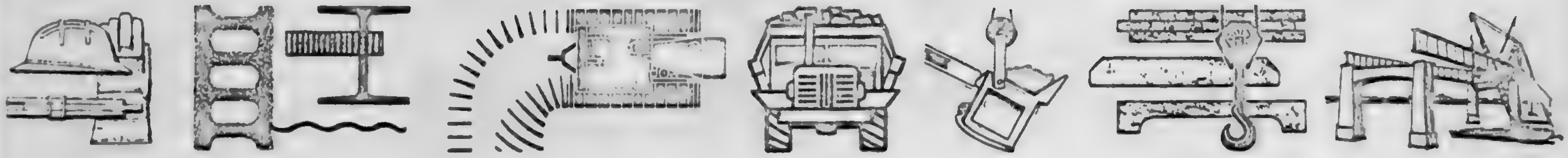
Gentlemen:

We subcontracted with Roadway Constructors, Inc and R A Hatch Co (A Joint Venture) to do the traffic bridge and the pedestrian bridge for the above project.

Unpaid monies earned on this contract are as follows:

For work through July 31, 1985:	79,748.87	Retention
" " " August 31, 1985:	47,883.91	
" " " September 30, 1985:	108,659.10	
" " " October 31, 1985:	53,844.00	
" " " November 30, 1985:	4,363.00	Estimated
" " " December 30, 1985:	70,000.00	Estimated
UNPAID MONIES THRU DEC 1985:	364,498.88	

BRIDGES STREETS & ROADS STEEL STRUCTURES



DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

PAGE 2 Roadway Constructors Inc and R A Hatch Co.
(A Joint Venture)
Contract #9865

Please consider this communication as our request for payment and claim for the above stated amount with the Bonding company providing coverage for this contract.

Please confirm and advise.

Sincerely,

DOUGLAS S COATS INC

BY Doug S Coats
President

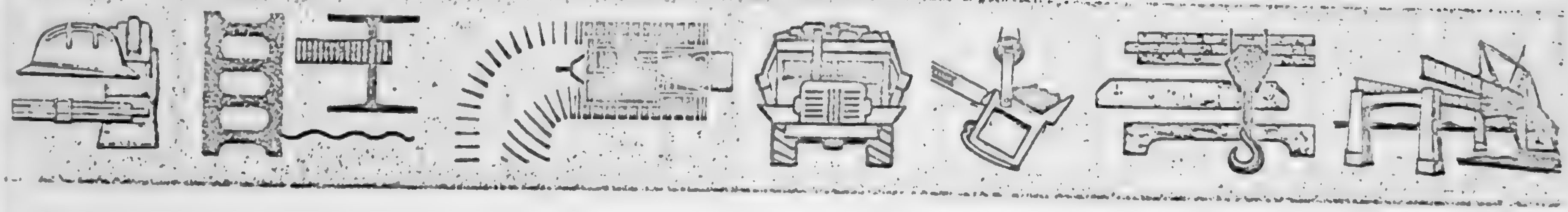
Copy to:

Coroon & Black of Oregon
Jim Darby
P O Box 8699
Portland, Oregon 97207

Johnson, Marceau, Karnopp
Robert Nash
835 N W Bond Street
Bend, Oregon 97701

RECEIVED
JAN 7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BRIDGES STREETS & ROADS STEEL STRUCTURES



DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

December 26,1985

ROADWAY CONSTRUCTORS, INC., AND
R. A. HATCH CO., (A JOINT VENTURE)
P.O. Box 6179
Bend, OR 97708

Re: Beaverton/Tigard Interchange Section
Sunset Highway
State Contract No. 9865
Progress Payments

Per your request, we have given you a schedule showing all the activities to complete our work on the above referenced project. Except for painting or concrete finishing, all our contract work will be complete by the end of March, 1986. We have also demonstrated our ability to complete our portion of the remaining work at this project in two ways; 1) By completing the falsework and forms on the pedestrian bridge and readying it for the finishing superstructure work and finishing the beam erection on the sunset bridge, and 2) By preparing a cost sheet to show the remaining funds available to finish our bid items.

We therefore ask that the entire amount owed to Douglas S. Coats, Inc. up to December 1, 1985, less the 5% retainage, be paid in full by January 1, 1986.

To protect our position, if payment is not recieved by this date, it will be necessary to exercise our payment bond remedies by putting your surety on notice of our overdue account both by letter and telephone on January 2, 1986 and then filing a bond claim in accordance with the requirements of the bond.

Sincerely,

Dan Allum

Dan Allum
Project Manager

RECEIVED
JAN 7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Roadway Constructors, Inc

R.A. Hatch Co.
General Contractors
Post Office Box 6179
Bend, Oregon 97708
(503) 382-8418

November 26, 1985

Douglas Coats
Douglas S. Coats Inc.
P.O. Box 311
Bend, Oregon 97709

Dear Doug;

The continuence of failing to meet schedule dates on the Sunset Interchange Project bridges is going to end.

As per section three and seven of your subcontract Roadway/Hatch requests that you provide a schedule in detail of completing the Sunset Highway bridge and the 217 pedestrian bridge. A completion date of March 31st 1986 for everything except finish and painting will be required.

We understand your current project manager Dan Allum is going onto another project after December. Who will run the work on this project?

Since no performance bond was given on this project Roadway/Hatch will withhold the pay estimate until Douglas S. Coats Inc. can demonstrate that there are enough funds available to finish the work and are capable of doing so.

Douglas S. Coats Inc. has until December 10th to provide the required schedule along with details of who will run the work and a break down of work left along with costs demonstrating you are capable of completing the work on time.

If this schedule is not followed, section seven of the subcontract allows Roadway/Hatch to take over the work and back charge the subcontractor accordingly.

If you have any questions with the details please call.

Respectfully,

Robert D Hatch

Robert D. Hatch
Project Manager

cc: Bend
File

RECEIVED
JAN 7 1986
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

AGENDA
FEB 13 1986

CON 5
9865

DATE: February 6, 1986

TO: Oregon Transportation Commission

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Beaverton/Tigard Highway Interchange Section
Sunset Highway, Washington County
Contract No. 9865

This federal-aid Interstate Transfer project is approximately 80 percent finished with completion anticipated in May 1986. It now appears that the final cost will exceed the project authorization by $685,500 or nine percent.

Extensive areas of unsuitable roadbed foundation material were encountered. These areas had to be subexcavated and backfilled with selected material and stabilizing fabric in order to provide a firm roadbed. This reinforcement work added some $300,000 to the cost of the project. The quantities of general excavation required to construct the project to the planned line, grade and slopes were underestimated in the contract and resulted in an overrun of approximately $100,000.

The environmental impact statement for this project suggested a 40-foot soundwall adjacent to a neighborhood in the northeast quadrant of the interchange, and funds were provided for this facility in the project authorization. During construction, persons living in the area requested that the sound wall be extended easterly. A check of the noise levels did find them to be excessive and it is now planned to extend the wall as requested. This extra work is expected to add approximately $80,000 to the project cost.

It was necessary to perform more stripe removal and temporary striping work, and to make revisions of temporary signing details in order to properly provide for guidance of traffic during construction. These items combined to add more than $65,000 to the cost of the project.

The cost of construction engineering on the project is also expected to increase in order to properly monitor, inspect and document the additional work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $685,500 to a new total of $7,983,954.38. This matter will be on the consent calendar for the February 18 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5
9865

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: February 6, 1986

FROM: for W. H. Patterson
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Beaverton/Tigard Highway Interchange Section
Sunset Highway, Washington County
Contract No. 9865

This federal-aid Interstate Transfer project is approximately 80 percent finished with completion anticipated in May 1986. It now appears that the final cost will exceed the project authorization by $685,500 or nine percent.

Extensive areas of unsuitable roadbed foundation material were encountered. These areas had to be subexcavated and backfilled with selected material and stabilizing fabric in order to provide a firm roadbed. This reinforcement work added some $300,000 to the cost of the project. The quantities of general excavation required to construct the project to the planned line, grade and slopes were underestimated in the contract and resulted in an overrun of approximately $100,000.

The environmental impact statement for this project suggested a 40-foot soundwall adjacent to a neighborhood in the northeast quadrant of the interchange, and funds were provided for this facility in the project authorization. During construction, persons living in the area requested that the sound wall be extended easterly. A check of the noise levels did find them to be excessive and it is now planned to extend the wall as requested. This extra work is expected to add approximately $80,000 to the project cost.

It was necessary to perform more stripe removal and temporary striping work, and to make revisions of temporary signing details in order to properly provide for guidance of traffic during construction. These items combined to add more than $65,000 to the cost of the project.

The cost of construction engineering on the project is also expected to increase in order to properly monitor, inspect and document the additional work.

NOTED
W. E. SCHWARTZ

Pat ✓

81-125-1387

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $685,500. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
K. C. Allmer
B. M. Walton
D. L. Trout

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 29, 1986

In Reply Refer to File No.: CON 5
9865

Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

Re: Beaverton/Tigard Highway Intch.
Contract No. 9865

Your letter of January 21, 1986, has been received. In your letter you have requested that we make direct payment to you under Subsection 107.28 of the Standard Specifications for Highway Construction.

Though the authority to make direct payment exists, as you pointed out, it has always been the policy of the Highway Division to refrain from intervening in contractual matters between prime contractors and their subcontractors and/or suppliers. To do otherwise would place the Division in the position of pre-judging claims and disputes.

Since your firm quite frequently is in the position of being prime contractor, I feel certain that you can appreciate the reasons for this position.

A copy of Contract Payment Voucher for Estimate Number 17 is enclosed per your request. This voucher was issued on January 9, 1986.

Larry Rulien
State Highway Engineer

cc: Jim Darby
Caroon and Black of Oregon
P. O. Box 8699
Portland, OR 97207

Johnson, Marceau, Karnopp
Robert Nash
835 NW Bond Street
Bend, OR 97701

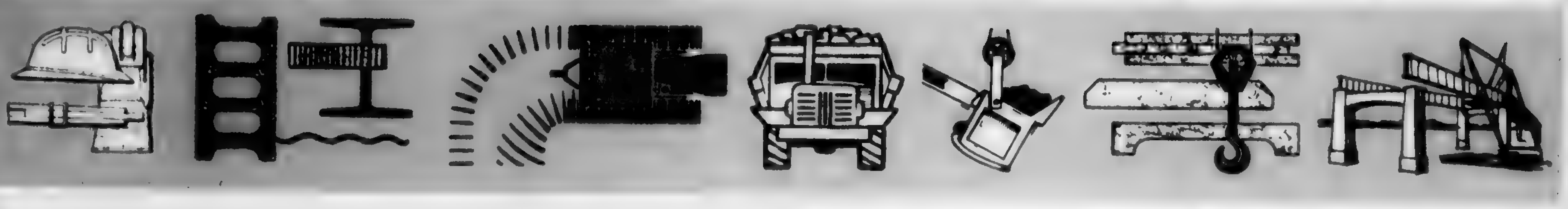
LR:OBJ:mk

01282M

bc W. E. Schwartz
C. O. Fredrickson
V. E. Skoog w/att.
E. L. Hardt w/att.

Form 734-3122

BRIDGES STREETS & ROADS STEEL STRUCTURES



DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

RECEIVED
STATE HWY ENGR
JAN 21 '86
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

W. E. SCHWARTZ

January 21, 1986

Schwartz
R/D
1/22

L R Rulien
State Highway Engineer
Department of Transportation
Salem, Oregon 97310

PROJECT: Beaverton/Tigard Highway Interchange Contract #9865

CONTRACTOR: Roadway Constructors Inc and R A Hatch Co -
A Joint Venture

Dear Mr. Rulien:

On January 6, 1986, we filed with Commission Services, a claim against the bond for the above contractor and project.

Under SECTION 107.28 we are now requesting direct payment from the Transportation Commission for the monies past due on this contract.

This non-payment of monies due us is causing a great hardship on my company and I must take what steps I can to collect it. Any assistance on your part would be appreciated.

Attached for your convenience is a copy of the letter we filed with Commission Services. As you can see November and December 1985 figures are estimated, as we do not have access to a copy of the contract payment voucher. Is it possible for use to receive a copy of the latest payment voucher, so that we may up-date our figures?

If further information is needed please contact our office.

Sincerely,

DOUGLAS S COATS INC

Douglas S. Coats
President

BRIDGES STREETS & ROADS STEEL STRUCTURES

DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

PAGE 2 CONTINUED

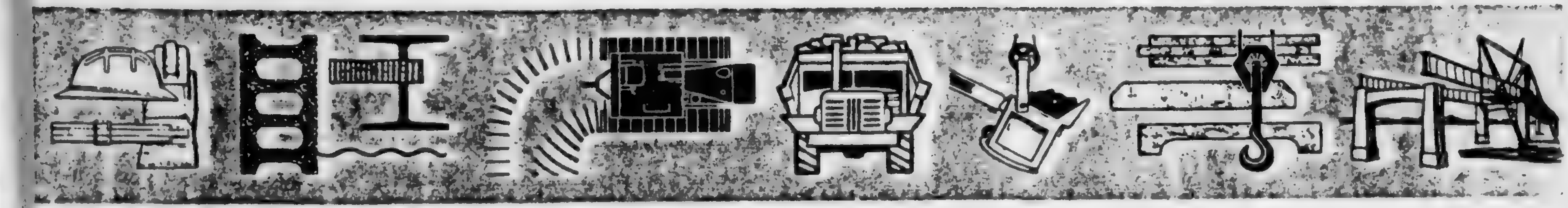
L R RULIEN, STATE HIGHWAY ENGINEER

Jim Darby
Coroon & Black of Oregon
P O Box 8699
Portland, Oregon 97207

Ken Hutchinson, Project Manager
2131 S W Scholls Ferry Rd
Portland, Oregon 97221

Roadway Constructions Inc & R A HatchCo - Joint Venture
3500 S W Bond Ave
Portland, Oregon 97201

BRIDGES STREETS & ROADS STEEL STRUCTURES



DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

January 6, 1985

Office of Commission Services
State of Oregon Highway Department
Room 121 Transportation Building
Salem, Oregon 97310

PROJECT: Beaverton/Tigard Highway Interchange Contract #9865

CONTRACTOR: Road Constructors Inc and R A Hatch Co-
Joint Venture

SUBJECT: Claim Against Payment Bond

Gentlemen:

We subcontracted with Roadway Constructors, Inc and R A Hatch Co (A Joint Venture) to do the traffic bridge and the pedestrian bridge for the above project.

Unpaid monies earned on this contract are as follows:

For work through July 31, 1985:	79,748.87	Retention
" " " August 31, 1985:	47,883.91	
" " " September 30, 1985:	108,659.10	
" " " October 31, 1985:	53,844.00	
" " " November 30, 1985:	4,363.00	Estimated
" " " December 30, 1985:	70,000.00	Estimated
UNPAID MONIES THRU DEC 1985:	364,498.88	

BRIDGES STREETS & ROADS STEEL STRUCTURES

DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

PAGE 2 Roadway Constructors Inc and R A Hatch Co.
(A Joint Venture)
Contract #9865

Please consider this communication as our request for payment and claim for the above stated amount with the Bonding company providing coverage for this contract.

Please confirm and advise.

Sincerely,

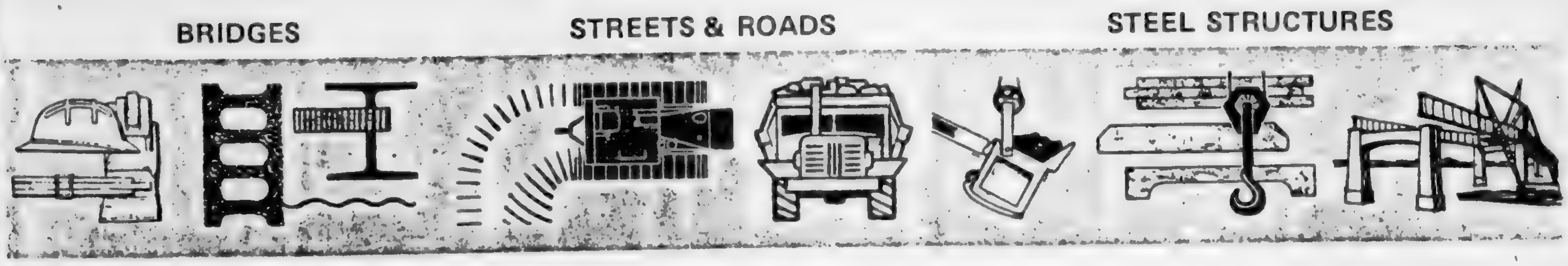
DOUGLAS S COATS INC

BY Douglas S Coats
President

Copy to:

Coroon & Black of Oregon
Jim Darby
P O Box 8699
Portland, Oregon 97207

Johnson, Marceau, Karnopp
Robert Nash
835 N W Bond Street
Bend, Oregon 97701



DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

ROADWAY CONSTRUCTORS, INC., AND
R. A. HATCH CO., (A JOINT VENTURE)
P.O. Box 6179
Bend, OR 97708

December 26,1985

Re: Beaverton/Tigard Interchange Section
Sunset Highway
State Contract No. 9865
Progress Payments

Per your request, we have given you a schedule showing all the activities to complete our work on the above referenced project. Except for painting or concrete finishing, all our contract work will be complete by the end of March, 1986. We have also demonstrated our ability to complete our portion of the remaining work at this project in two ways; 1) By completing the falsework and forms on the pedestrian bridge and readying it for the finishing superstructure work and finishing the beam erection on the sunset bridge, and 2) By preparing a cost sheet to show the remaining funds available to finish our bid items.

We therefore ask that the entire amount owed to Douglas S. Coats, Inc. up to December 1, 1985, less the 5% retainage, be paid in full by January 1, 1986.

To protect our position, if payment is not recieved by this date, it will be necessary to exercise our payment bond remedies by putting your surety on notice of our overdue account both by letter and telephone on January 2, 1986 and then filing a bond claim in accordance with the requirements of the bond.

Sincerely,

Dan Allum

Dan Allum
Project Manager

cc: Roadway Constructors, Inc

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 28, 1986

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

NOTED
E. S. HUNTER

SUBJECT: Water Main Relocation
Wolf Creek Highway Water District
Beaverton/Tigard Hwy. Interchange Section
Sunset Highway
Washington County
Project No. IX-27-2(5)

Here is a copy of an estimate of cost to adjust Wolf Creek Highway Water District's water main facilities dated October 15, 1985.

A certification prepared by Richard L. Fleming as to the District's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the District dated April 24, 1984 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of transmission facilities.

There will be no betterment derived from the proposed adjustment of the District's facilities.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of July 9, 1984 under the provisions of FHPM 6-6-3-1 is requested. Cost to the State is $13,297.

JMC:jr

cc: ✓E. S. Hunter
Jack Cartwright
R. L. Fleming

RECEIVED
STAT HWY ENGR
JAN 30 '86
REFER TO
FOR

Info	Inves	R/D	D,R	Sign	Act	File

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 24, 1986

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

Jack M. Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

E. S

SUBJECT: Federal Participation Eligibility Date
Water Main Relocation
Wolf Creek Highway Water District
Beaverton/Tigard Hwy. Interchange Section
Sunset Highway
Project No. IX-27-2(17)

Confirmation of your verbal authorization for Wolf Creek Highway Water District to proceed with the relocation of their 18-inch water main facilities in conflict with this project as of July 9, 1984 is requested. Confirmation of the verbal authorization was inadvertently overlooked at the time it was granted. An estimate of cost has been received from the District in the amount of $13,297. This estimate is presently being reviewed by the Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
July 9, 1984 is approved

C T Christianson
C. T. Christianson, Area Engineer

JMC:jr

cc: E. S. Hunter
D. L. Trout
Pete Gonzalez
E. L. Hardt
Ken Allmer
R. L. Fleming

RECEIVED
STATE HWY ENGR

JAN 29 '86

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

CL 1986-0003

9865

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 2 1986
BARBARA ROBERTS
SECRETARY OF STATE

December 27, 1985

CON 5 - #9865 IN REPLY REFER TO FILE NO.:

H & H Electric, Inc.
ATTN: Graeme C. Leggatt, Jr., Estimator
P.O. Box 6209
Bend, OR 97708

We have received your letter dated December 17, 1985, filing a claim against the following Highway Division contract:

FILED BY:	H & H Electric Inc.
AMOUNT:	$139,389.03
FOR:	Work performed
AGAINST (Prime contractor):	Roadway Constructors Corporation and R. A. Hatch Co., a JV
CONTRACT NO.:	9865
PROJECT:	Beaverton-Tigard Highway Interchange Section, Sunset Highway, Washington County
SURETY:	The American Insurance Company
AGENT:	Corroon & Black

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
1/21/86 CB

cc: Roadway Constructors Corp.
& R. A. Hatch Co., a JV
P.O. Box 6179
Bend, OR 97708

Corroon & Black
P.O. Box 8699
Portland, OR 97201

The American Insurance Co.
ATTN: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

RECEIVED
JAN 3 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of the letter.

H
& electric inc.
H

Dec. 17, 1985

Commission Services
State of Oregon
Highway Department
Room 121
Transportation Bldg
Salem, OR 97310

Project: Beaverton/Tigard Hwy. Intchge. Sec.
Contract No. 9865

Gentlemen:

We have not received payment for work done on the subject project since 9-05-85 which was payment for work done through 6-30-85 .

The total amount owed to us for work complete, not including interest is as follows:

Total due for work complete since 6-30-85	$ 135,227.26
Retention withheld thru 6-30-85	4,161.77
Total Receivable	$ 139,389.03

This is a request for payment and claim for the above amount with the bonding company providing coverage.

Please confirm and advise.

Yours Truly
H&H Electric, Inc.

Graeme C. Leggatt, Jr.
Graeme C. Leggatt, Jr.
Estimator

RECEIVED
DEC 19 1985
COMMISSION SERVICES
[illegible]

GCL:clb

767 S.E. Glenwood Drive • (503) 388-4837
P.O. Box 6209 • Bend, Oregon 97708

CL 1986-0004
9865

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 2 1986
BARBARA ROBERTS
SECRETARY OF STATE

December 27, 1985

CON 5 - #9865 IN REPLY REFER TO FILE NO.:

Progress Quarries Inc.
14515 S.W. Scholls Ferry Road
Beaverton, Oregon 97007

We have received your letter dated December 12, 1985, stating that you wish to file a claim against the following Highway Division contract:

FILED BY:	Progress Quarries, Inc.
AMOUNT:	$11,667.92
FOR:	Material
AGAINST (Prime contractor):	Roadway Constructors Corporation and R. A. Hatch Co., a JV
SUBCONTRACTOR:	Douglas S. Coats, Inc.
CONTRACT NO.:	9865
PROJECT:	Beaverton-Tigard Highway Interchange Section, Sunset Highway, Washington County
SURETY:	The American Insurance Company
AGENT:	Corroon & Black

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
5/21/86 CB

cc: Roadway Constructors Corp.
& R. A. Hatch Co., a JV
P.O. Box 6179
Bend, OR 97708

Corroon & Black
P.O. Box 8699
Portland, OR 97201

The American Insurance Co.
ATTN: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

RECEIVED
JAN 3 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of the letter.

Progress Quarries, Inc.

December 12, 1985

Mr. Robert Gormson
State Highway Department
Room 121
Transportation Building
Salem, Oregon 97310

Re: Douglas S. Coats, Inc.
Contract #9865

Dear Mr. Gormson;

With regard to our conversation of December 12, 1985, I am submitting the information we have on the contract with Douglas S. Coats, Inc. for material used on the Highway 26 and Highway 217 projects. The outstanding balance to date is $11,667.92; $11,057.12 for rock, and $610.80 of accumulated finance charges. The material was provided between August 12 and August 28, 1985.

To date, we have received no payments for the material specified. I have contacted Douglas S. Coats, Inc. several times with no response as to when money would be available. We therefore have no alternative but to file against the bond.

We appreciate you assistance in this matter.

Sincerely,

Greg Hampton

Greg Hampton

GH/ns

RECEIVED
DEC 16 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

14515 S.W. SCHOLLS FERRY RD. / BEAVERTON, OREGON 97005 / (503) 649-7526

jc cc: OSHD (Rulien) Region - HEO-010.5 **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
JAN 3 '86
REFER TO
Fredrickson
FOR

REGION NO. 10	REPORT NO. 6	COUNTY Washington	DIVISION Oregon
IN COMPANY WITH Art Sasse and Marion Craft; OSHD, and Gary Hughes, FHWA			
DATE OF INSPECTION 12-23-85	INSPECTION MADE BY T. P. Lowe, Area Engineer		PROJECT NO. IX-27-2(17)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 76 %	WORK COMPLETED 80 %

NOTED
W. E. SCHWARTZ

BEAVERTON - TIGARD HIGHWAY INTERCHANGE
SUNSET HIGHWAY
Grading, Paving, Signing, Structures, and Signals

This was a brief inspection limited to traffic control on the westbound Barnes Road and North-South 217 portions of the project. Another inspection of traffic control will be made on this project early in January.

Driving westbound on the Sunset Highway approaching the project, a curve arrow warning sign (W1-3), is mounted on the median rail. It was agreed to replace that arrow warning sign with a W1-4 type arrow warning sign for the higher speed traffic experienced at this location.

Driving southbound on the Barnes Road connection to Highway 217, it was pointed out that three delineator barrels adjacent to the travel lane were inverted and nearly filled with gravel. The assistant project manager said he would have these gravel filled barrels removed. Travelling further south on 217 under the Sunset Highway, a non-standard "Exit" sign was noted at the left off-ramp at the Cedar Hills shopping center. It was agreed to have the non-standard sign replaced with a standard "Exit" sign. Also, at the same location it was noted that temporary GM barrier adjacent to 217 ends rather close to the gore point of the temporary connection to the Cedar Hills shopping center. There is no sloped endsection or protection to the GM barriers at that location. After some discussion it was agreed to remove about two of the GM endsections at this location and protect the remaining end with a fitch barrel type of crash cushion.

Also, traffic was observed for some time in the section of Barnes Road westbound, between the St. Vincent Hospital access and the

(Continued)

temporary connection to 217 southbound. This area currently has a capacity problem. Mr. Hughes related a possible improvement recommended by Elmer Leland to restripe this section, allowing two through lanes and one left turn lane at the signal. The assistant project manager advised that that idea had been considered by the regional traffic engineer and apparently there was some concern about creating a hazard at the St. Vincent Hospital access. I agreed to arrange for Elmer Leland and the State's Regional and Traffic engineer to go over this matter in the near future to see if some improvement could be made to the traffic flow without diminishing traffic safety.

- TPL -

December 16, 1985

LEG

[illegible]

Gene B. Mechanic
Attorney at Law
200 Alder Park Building
808 SW Alder Street
Portland, Oregon 97205

Don Arnold, Special Counsel
to the Attorney General
Department of Justice
Justice Building
Salem, Oregon 97310

Public Records Request

As directed by Attorney General order dated December 13, 1985, and by a copy of this letter to Al Harwood, Region 1 Operations Engineer, I am asking Mr. Harwood to gather the requested wage certifications and transmit them directly to Mr. Mechanic.

In compliance with the Attorney General order, the social security numbers of employees will be deleted.

W. E. Schwartz
Assistant State Highway Engineer
for Operations

WES:sl

cc Jack Sollis
Bill Cloran
Al Harwood w/att.

DAVE FROHNMAYER
ATTORNEY GENERAL
STATE OF OREGON

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4400

December 13, 1985

Gene B. Mechanic
Attorney at Law
200 Alder Park Building
808 SW Alder Street
Portland, Oregon 97205

Pat Schwartz✓
Assistant State Highway Engineer
Transportation Building
Salem, Oregon 97310

NOTED
W. E. SCHWARTZ

RECEIVED
[illegible] HWY ENGR
DEC 16 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Re: Public Records Request

Dear Mr. Mechanic and Mr. Schwartz:

This constitutes the order of the Attorney General in response to a petition filed by Mr. Mechanic under the Public Records Law, received in this office on December 5, 1985. The petition seeks an order requiring the Department of Transportation to produce copies of the following records:

> "1. Wage certifications showing names, addresses and social security numbers for employees of Roadway/Hatch, a joint venture, for worked (sic) on the Beaverton-Tigard interchange, contract number 98-65.
>
> "2. Wage certifications showing names, addresses and social security numbers for employees of Roadway Constructors, Inc. for work performed on the Sunset-Pacific Highway project, contract number 99-53."

In an order dated August 6, 1985, we denied a request seeking identical information based upon our understanding that the wage information sought related to public works contracts subject to ORS 279.348 to 279.365, Oregon's prevailing wage rate law. We based our order on a conclusion that the information sought was confidential under ORS 279.355(3) and 279.359(3), even though the records were in the possession of the Oregon Department of Transportation rather than the Commissioner of the

Bureau of Labor. We also found that the information sought was confidential under ORS 192.500(2)(b), the personal privacy exception, based upon a conclusion that the cited statutes from ORS ch 279 evidenced a legislative determination that wage information of private employes is private in nature.

We are now informed that the wage information in question is related to contracts regulated under the Davis-Bacon Act (40 USC 276a), and is therefore exempt from ORS 279.348 to 279.365 under ORS 279.357. The confidentiality provisions of ORS 279.355(3) and 279.359(3) therefore do not apply to information which is the subject of this request.

With limited exceptions, we also conclude that the wage information sought is not confidential under ORS 192.500(2)(b), the personal privacy exception. The information sought consists of names, addresses, social security numbers and wage information for employes of the contractors on certain projects. We have no problem in saying that disclosure of the names and addresses of the employes is not an unreasonable invasion of their privacy. See e.g., Kotalski v. Mt. Hood Communtiy College, 82 Or App 452, ___ P2d ___ (1982); Morrison v. Sch. Dist. No. 48, 53 Or App 148, 631 P2d 785 (1981). With regard to wage information for these employes, we note that the wage information is for work on a specific project only, and will not reveal the employes' total income from all sources or projects. We agree with the federal court's reasoning on this point in International Brotherhood of Electrical Workers Local 41, et al v. United States Department of Housing and Urban Development, et al, 593 F. Supp. 542 (D.D.C. 1984). We note also that wage information is generally available for any public employe, and that this is not seen as an unreasonable invasion of those employes' privacy rights. Under the circumstances, we believe that the limited wage information being sought here does not unreasonably invade the privacy rights of these private employes.

We believe that release of social security numbers for these employes would be an unreasonable invasion of their privacy. Social security numbers have been held to be privileged from disclosure under the Federal Privacy Act, 5 USC Sec 552(b)(6). See Swisher v. Dept. of the Air Force, 495 F. Supp. 337 (1980), affd. 660 F2d 369 (1981). Records confidential under federal law are also exempt from disclosure under the Oregon public records law. ORS 192.500(2)(g).

Accordingly, we order that the Department of Transportation release the records subject to this request, with the employes' social security numbers deleted.

This order may be appealed to the circuit court by either the petitioner or the Department of Transportation pursuant to ORS 192.450.

Yours very truly,

DONALD C. ARNOLD
Special Counsel to the
Attorney General

DCA:cm
cc: Jack Sollis, Assistant Attorney General
William Cloran, Assistant Attorney General

GOLDBERG, MECHANIC & GOLDSTEIN
ATTORNEYS AT LAW
200 ALDER PARK BUILDING
808 S.W. ALDER STREET
PORTLAND, OREGON 97205

STEVEN GOLDBERG
GENE B. MECHANIC
ALICE GOLDSTEIN *

TELEPHONE
(503) 224-2372

* MEMBER OREGON AND
WASHINGTON BARS

December 4, 1985

Mr. Dave Frohnmayer
Attorney General
State of Oregon
Justice Building
Salem, OR 97310

CERTIFIED MAIL
No. P 541 101 005

RE: Supplemental Petition to Review Denial of Right to Inspect State Public Record Under ORS 192.450

Dear Mr. Frohnmayer:

Enclosed herewith please find a Second Petition to Review Denial of Right to Inspect State Public Record Under ORS 192.450.

Thank you.

Sincerely,

Gene B. Mechanic

GENE B. MECHANIC

GBM/sb
cc: William F. Cloran, Assitant Attorney General (w/encl.)

RECEIVED
DEC 5 1985
ATTORNEY GENERAL
SALEM, OREGON

SUPPLEMENTAL PETITION TO REVIEW DENIAL OF RIGHT TO INSPECT STATE PUBLIC RECORDS UNDER ORS 192.450

The International Union of Operating Enginers Local 701 hereby requests that the Attorney General of the State of Oregon to order the Oregon Department of Transportation and its employees to produce certified copies of the following records in accordance with the Public Records Law, ORS 192.410 et. seq.:

1. Wage certifications showing names, addresses and social security numbers for employees of Roadway/Hatch, a joint venture, for worked performed on the Beaverton-Tigard interchange, contract number 98-65.

2. Wage certifications showing names, addresses and social security numbers of employees of Roadway Constructors, Inc., for work performed on the Sunset-Pacific Highway project, contract number 99-53.

Copies of these records were requested by John Lund, Field Supervisor for the International Union of Operating Engineers Local 701, by letter dated July 12, 1985, to the Records Custodian, Oregon Department of Transportation, Transportation Building, Salem, Oregon, 97310 (copy attached). Mr. Lund asked that the records be provided by no later than July 19, 1985 by producing copies at the Union office. The Oregon Department of Transportation has not responded to Mr. Lund's letter.

There is no legitimate basis for denying Mr. Lund's request. He is seeking wage certifications which the above general contractors must file with the Oregon Department of Transportation's Highway Division, in accordance with the federal Davis-Bacon Act and the rules, regulations and policies of the Federal Highway Administration.

As support for disclosure, we refer you to *International Brotherhood of Electrical Workers Local 41 v. U.S. Department of Housing and Urban Development*, 593 F. Supp. 542 (D. D.C. 1984), affirmed ____ F.2d _____ (D.C. Cir. 42685 No. 84-5610); *Kotalski v. Mt. Hood Community College*, 82 Or App 452 (1983); *Morrison v. School District No. 48*, 53 Or App 148 (1981).

Respectfully submitted,

Gene B. Mechanic

Gene Mechanic
Attorney for International Union
of Operating Engineers Local 701

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

RECEIVED
STATE HWY ENGR
NOV 13 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

November 12, 1985

John E. Frohnmayer
Tonkon, Torp, Galen,
Marmaduke & Booth
Law Offices
1800 Orbanco Building
1001 S.W. Fifth Avenue
Portland, Oregon 97204-1162

RE: File 52879
Crossfile 12796
Beaverton-Tigard
Interchange
Sunset Highway
Washington County
IX-27-2(14)

Dear Mr. Frohnmayer:

I met with Mr. Warren Bean of North Pacific on Thursday, November 7, 1985. Those present were: Mr. Bean; Walt Bartel, Project Manager; Art Sasse of Mr. Bartell's staff; Jerry Robertson, our photographer; and John Baker, the Right of Way Agent who will monitor the problem. We viewed all the apparent evidence of cracking on the south wall of the building, and took detailed photographs of them. We will continue to monitor this problem.

It is my opinion that there will be no further problems insofar as the building wall is concerned. The equipment that was being used creates a vibration for the purposes of compacting materials in the roadbed. It does an extremely efficient job of this, but it also sends shock waves for considerable distance. Mr. Bartel advises me he stopped the use of this equipment immediately upon being notified of the problem.

The cracks have occured at the contact point between the concrete block fillers between the columns. There has been evidence of cracking at this location in prior years. Some of the cracks that were in evidence, had paint in them, which shows a prior occurrence of a problem. I am not dismissing the problem without continuing the observance of it. If there is a disturbance, it will occur at this point because there is no tie between the poured columns, a structural part of the building, and the block which form a curtain wall between the columns.

We appreciate your concern and would appreciate being privy to the study made by the engineer for Suntek Park. Mr. Bean advised me that vibration studies had been made by a professional engineering

Form 734-3122

organization. A copy of this report would be very helpful in deciding whether further studies will be required.

Please excuse the added title to my first letter to you. Somehow the name familiarity gave you an additional title without an election.

JB Boyd

J. B. Boyd, PE, PLS
Right of Way Manager

JBB:pr

cc: E. S. Hunter ✓
Ed Hardt
Ken Rolfe
Walt Bartel
Warren Bean

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
NOV 7 '85
REFER TO
FOR
Info
In Reply Refer to
File No

November 6, 1985

John E. Frohnmayer, Attorney General
Tonkon, Torp, Galen, Marmaduke & Booth
Law Offices
1800 Orbanco Building
1001 S.W. Fifth Avenue
Portland, Oregon 97204-1162

RE: File 52879
Crossfile 12796
Beaverton-Tigard
Interchange
Sunset Highway
Washington County
IX-27-2(14)

Dear Mr. Frohnmayer:

We are in receipt of your letter of November 1, 1985, indicating possible damage to the building of the Suntek Park Company. Your letter will be throughly investigated by our engineering staff, we have made contact with Mr. Warren Bean and are meeting with him at 10:00 a.m. on November 7, 1985.

As discussed with you on the telephone, there is a history on this building. On September 11, 1978, I was contacted by Mr. Bob Dutcher. He related to me a problem of an encroachment of the primary building on Highway right-of-way. This was as a result of a survey made by Jim Weddle and Associates, Inc., Professional Land Surveyors. At that time, the problem was the mortgage company for Suntek requiring some documentation as to our position on the encroachment.

An encroachment permit was written and it is my memory that it was executed and delivered to Mr. Bob Dutcher, unfortunately an executed copy of the permit is not in the file. I have no explanation of the reason for this, but the problem remains. I am attaching a copy of that encroachment permit, the same terms will exist whether or not the permit was recorded by the Suntek Park Company. It is a physical encroachment upon the Highway right-of-way and will be included in any discussion with the Suntek Park Company.

Form 734-3122

We will begin our investigation and representatives of Suntek Park Company are welcome to assist us and to review the materials that research divulges.

JB Boyd

J. B. Boyd, PE, PLS
Right of Way Manager

JBB:pr

Attachments

cc: E. S. Hunter w/attach.✓
Ed Hardt w/attach.
Ken Rolfe w/attach.
Warren Bean w/attach.

Highway Division
File 12796

ENCROACHMENT PERMIT

THIS PERMIT, made and executed this _____ day of _______________, 1978, by the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, hereinafter referred to as "State", and SUNTEK PARK COMPANY, a partnership, hereinafter referred to as "Permittee",

WITNESSETH:

WHEREAS, State by deed recorded on February 5, 1947, in Volume 270, Page 493, Deed Records, acquired the right of way for a highway across property in the SW¼ of Section 2, Township 1 South, Range 1 West, W.M., Washington County, Oregon, and

WHEREAS, a building was thereafter constructed which encroaches on State's right of way, as shown on the attached copy of the recent survey made by James O. Weddle, and

WHEREAS, Permittee has acquired the property adjoining said highway right of way by deed recorded on March 16, 1977, in Volume 1151, Page 108, Deed Records, and

WHEREAS, Permittee has requested that an encroachment permit be issued for the continuation of said encroachment and State has indicated a willingness to issue such a permit upon the terms, conditions and limitations as hereinafter set forth.

NOW, THEREFORE, pursuant to Permittee's request, State does hereby grant to Permittee, a permit for the encroachment of Permittee's building on State's right of way acquired by said deed recorded on February 5, 1947, upon the following terms, conditions and limitations:

1. The duration of the Permit shall be for the normal useful life of Permittee's building unless sooner terminated as hereinafter provided and that Permittee will, upon the expiration of this Permit remove said building and its appurtenances from State's right of way, at its own expense.

2. This Permit allows encroachment only by the existing structure and should not be construed to allow further or additional encroachments.

3. This Permit shall cease in the event Permittee's building should be completely destroyed or partially destroyed to the extent of 50% thereof and the same shall not be reconstructed or repaired as an encroachment on State's right of way but shall be cleared of all encroachments at the expense of Permittee.

4. No major improvements or remodeling are to be made to that portion of Permittee's building located on State's right of way.

5. Permittee will save and hold State, its officers, employees and agents harmless from all claims for damages which may be asserted against State arising out of or in connection with Permittee's use and occupancy of State's right of way.

6. This Permit is granted subject to the paramount right and duty of State to serve and use said right of way for public highway purposes and the right is specifically reserved to modify this Permit as may appear to State to be in the public interest.

STATE OF OREGON, by and through its
DEPARTMENT OF TRANSPORTATION,
Highway Division

APPROVED AS TO FORM:

By ______________________________
J. B. Boyd, Right of Way Manager

____
Asst. Attorney General and Counsel

STATE OF OREGON, County of Marion

______________________, 1978. Personally appeared J. B. Boyd, who being sworn, stated that he is the Right of Way Manager for the State of Oregon, Department of Transportation, Highway Division, and this document was voluntarily signed on behalf of the State of Oregon, by authority delegated to him. Before me:

____
Notary Public for Oregon

My Commission expires ______________

ACCEPTANCE OF PERMIT

Permittee hereby accepts the foregoing permit and agrees to comply with all of the terms, provisions and conditions contained therein.

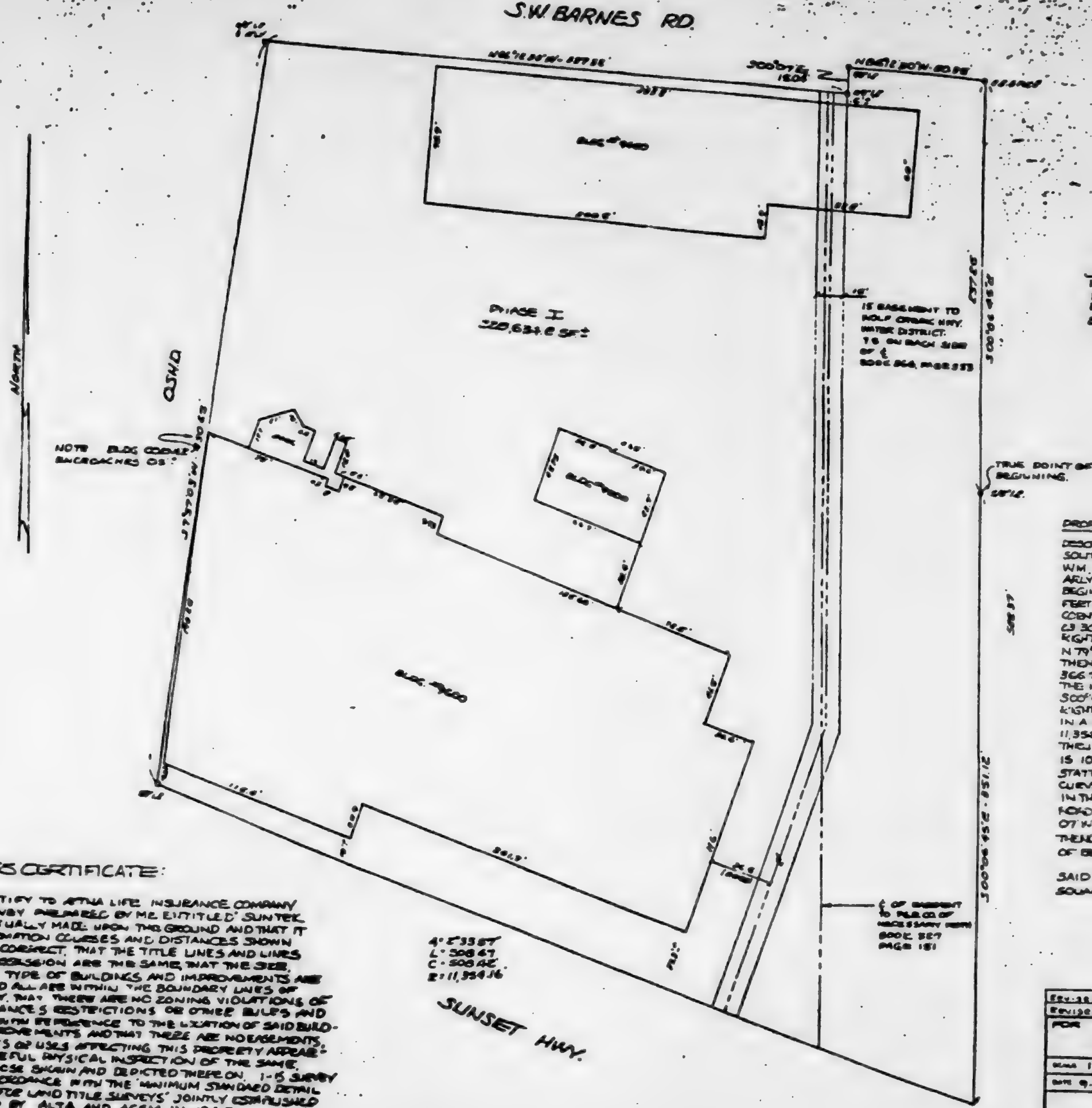
Dated this _____ day of ________________________________, 1978.

SUNTEK PARK COMPANY

By______________________________________
, partner

By______________________________________
, partner

cnc/


S.W. BARNES RD.
SUNSET HWY.
OSHD
NORTH
PHASE I
228,634.8 SF±
NOTE BLDG CORNER ENCROACHES 0.3'
TRUE POINT OF BEGINNING.
15' EASEMENT TO WOLF CREEK HWY. WATER DISTRICT. 7.5' ON EACH SIDE OF ℄ BOOK 864, PAGE 353
℄ OF EASEMENT TO P.G.E. CO. OF NECESSARY WIDTH BOOK 387 PAGE 151
Δ=2°33'57"
L=308.47
C=308.46
R=11,354.16

JIM WEDDLE & ASSOC. INC
PROFESSIONAL LAND SURVEYORS
1760 SW SKYLINE BLVD.
PORTLAND, ORE.
292-8083

REGISTERED
PROFESSIONAL
LAND SURVEYOR

9.1.78

OREGON
JAMES W. WEDDLE

PROPERTY DESCRIPTION

DESCRIPTION OF A PARCEL OF LAND LOCATED IN THE SOUTHEAST ONE-QUARTER OF SECTION 2, T1S R1W, W.M., WASHINGTON COUNTY OREGON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT AN IRON PIPE SAID TO BE N00°21'W 1367.80 FEET AND S89°29'E 2461.60 FEET FROM THE NORTHEAST CORNER OF THE A.N. HART D.L.C. NO 60, THENCE N00°23'30"W 472.60 FEET TO A POINT IN THE SOUTHERLY RIGHT-OF-WAY LINE OF SW BARNES ROAD, THENCE N79°03'W ALONG SAID RIGHT-OF-WAY LINE 40.80 FEET, THENCE S00°23'30"E 250.00 FEET, THENCE N79°03'W 366.70 FEET TO THE TRUE POINT OF BEGINNING OF THE HEREINAFTER DESCRIBED PARCEL OF LAND. THENCE S00°06'45"E 551.12 FEET TO A POINT IN THE NORTHERLY RIGHT OF WAY LINE OF THE SUNSET HIGHWAY, THENCE IN A NORTHWESTERLY DIRECTION ALONG THE ARC OF A 11,354.16 FOOT RADIUS CURVE TO THE RIGHT 308.47 FEET THRU A CENTRAL ANGLE OF 2°33'57" TO A POINT WHICH IS 105.00 FEET NORTHERLY OF ENGINEERS CENTERLINE STATION 3198+49 E WHEN MEASURED RADIALLY TO SAID CURVE, THENCE N75°03'E 430.65 FEET TO A POINT IN THE SOUTHERLY RIGHT-OF-WAY LINE OF SW BARNES ROAD, THENCE S79°12'E 357.52 FEET, THENCE N00°07'W 15.64 FEET, THENCE S86°12'37"E 35 FEET, THENCE S00°06'45"E 237.65 FEET TO THE TRUE POINT OF BEGINNING

SAID PARCEL CONTAINS AN AREA OF 228,634.8 SQUARE FEET, (5.2487 ACRES) MORE OR LESS.

SURVEYORS CERTIFICATE:

I HEREBY CERTIFY TO AETNA LIFE INSURANCE COMPANY THAT THE SURVEY PREPARED BY ME ENTITLED "SUNTEK PARK" WAS ACTUALLY MADE UPON THE GROUND AND THAT IT AND THE INFORMATION COURSES AND DISTANCES SHOWN THEREON ARE CORRECT, THAT THE TITLE LINES AND LINES OF ACTUAL POSSESSION ARE THE SAME, THAT THE SIZE, LOCATION AND TYPE OF BUILDINGS AND IMPROVEMENTS ARE AS SHOWN AND ALL ARE WITHIN THE BOUNDARY LINES OF THE PROPERTY, THAT THERE ARE NO ZONING VIOLATIONS OF ZONING ORDINANCES RESTRICTIONS OR OTHER RULES AND REGULATIONS WITH REFERENCE TO THE LOCATION OF SAID BUILDINGS AND IMPROVEMENTS AND THAT THERE ARE NO EASEMENTS, ENCROACHMENTS OR USES AFFECTING THIS PROPERTY APPEARING FROM A CAREFUL PHYSICAL INSPECTION OF THE SAME, OTHER THAN THOSE SHOWN AND DEPICTED THEREON. 1-15 SURVEY IS MADE IN ACCORDANCE WITH THE "MINIMUM STANDARD DETAIL REQUIREMENTS FOR LAND TITLE SURVEYS" JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND ACSM IN 1962

9.1.78

REVISED 9.6.78	DELETE CONC SLAB WAY SIDE	JW
REVISED 9.5.78	ADD PROP DESCRIPTION	JW

FOR
DUTCHER PROPERTIES

SCALE 1"=40'
DATE 9.1.78
DRAWN BY JW

SUNTEK PARK
(PHASE 3)

77 731 B

9865 CL 1985-0206

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 8 1985
BARBARA ROBERTS
SECRETARY OF STATE

November 6, 1985

Robert M. Gregg
Attorney at Law
700 N. Devine Road
Vancouver, WA 98661

IN REPLY REFER TO FILE NO.:
CON 5
#9865 and #9953

This will acknowledge your letter of October 21, 1985, on behalf of Case Power and Equipment filing claims against the following Highway Division contracts:

FILED BY: Case Power and Equipment

AMOUNT: $15,108.14 (plus late charges and interest)

FOR: Leased equipment

AGAINST: Roadway Constructors Corporation and R. A. Hatch Co., a JV

CONTRACT NO.: 9953

PROJECT: Jct. Sunset Highway-Jct. Pacific Hwy. Section, Beaverton-Tigard Highway, Washington County

CONTRACT NO.: 9865

PROJECT: Beaverton-Tigard Highway Interchange Section, Sunset Highway, Washington County

SURETY: The American Insurance Company

AGENT: Corroon and Black

NOTED ON CARDS
11-19-85 BR

COPY

We will advise the surety and the contractor of the receipt of these claims. We will also forward them to the Secretary of State for filing.

Please advise this office when your claims have been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Roadway Constructors Corp.
& R. A. Hatch Co., a JV
P.O. Box 6179
Bend, OR 97708

American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
NOV 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Robert M. Gregg
Attorney At Law
700 N. Devine Rd.
Vancouver, WA 98661
(206) 694-6505

Admitted to Practice in
Washington and Oregon

October 21, 1985

Mr. Robert Gormsen
Manager, Commission Services
Room 121, Transportation Building
Salem, Oregon 97310

Re: Case Power & Equipment v. R. A. Hatch
State Contract Nos. 9865 and 9953

Dear Mr. Gormsen:

This firm represents Case Power & Equipment, which leased certain equipment to R. A. Hatch Co. pursuant to Rental Purchase Contract No. 01816 dated July 30, 1985, a copy of which is attached. That Contract provides for payments of $5,000.00 per month payable upon receipt of invoices from Case Power & Equipment. Three (3) invoices have been submitted by Case Power & Equipment, none of which have been paid. As of October 11, 1985, R. A. Hatch Co. was indebted to Case Power & Equipment with respect to the Contract in the total amount of $15,108.14, including late charges and interest through that date only.

I have been advised by Case Power & Equipment that the equipment has been and is being used by R. A. Hatch Co. at State construction projects at the Beaverton/Tigard highway interchange, Contract No. 9865, and/or on the Highway 217 project, Contract No. 9953. I would therefore appreciate your preparing the appropriate notices to preserve the right of Case Power & Equipment to proceed against the bonds filed by the general contractors in conection with the foregoing contracts.

If you have any questions concerning the foregoing, please feel free to contact me.

Sincerely,

Roger Jay Sharp

ROGER JAY SHARP

RJS:fs
cc:Case Power & Equipment Co.

RECEIVED
OCT 22 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTA

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

N

October 10, 1985

Fred Miller, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Re: John Lund v. State

Dear Mr. Miller:

Enclosed please find a Notice of Deposition in the John Lund Department of Transportation case. I am enclosing copies of the pleadings so that you will know what the case is about. I have also requested that Mr. Jackmond, the construction claims coordinator, assume the responsibility for getting together the documents requested as a part of the Request for Production. You need not be concerned about that portion of the Notice.

Pursuant to discussions with plaintiff's counsel, the depositions have been rescheduled for October 24 and will take place at the Department of Justice offices in Salem. If you have any questions, please do not hesitate to call.

Very truly yours,

William F. Cloran
William F. Cloran
Assistant Attorney General

WFC/jep

Enclosure

FRED MILLER

CERTIFIED TRUE COPY

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor Organization,

Plaintiff,

v.

THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION,

Defendant.

No. 85-1962

NOTICE OF DEPOSITIONS
AND REQUEST FOR
PRODUCTION OF DOCUMENTS

TO: Fred Miller, Director of the Oregon Department of Transportation; ~~Scott~~ Rulien, Oregon State Highway Engineer; Edward Hardt, Regional Highway Engineer and their attorney, William F. Cloran, Assistant Attorney General

PLEASE TAKE NOTICE that pursuant to rules 39 and 43 of the Oregon Rules of Civil Procedure, plaintiff will take the depositions of Fred Miller, ~~Scott~~ Larry Rulien and Edward Hardt at 9:30 a.m. on October 23, 1985 at Room 450, Justice Building, Salem, Oregon.

Plaintiff requests that said deponents produce at the time of the depositions the following documents:

1. All regulations, policies and practices relating to the release of information to the public based upon requests under the state's public records law to the Oregon Department of Transportation or its Highway Division;

2. All regulations, policies and practices relating to the method for obtaining certified payrolls of contractors working on federal or state public work projects in which the Oregon

Department of Transportation or its Highway Division has any involvement as a contracting agency or otherwise;

3. All regulations, policies and practices related to the method for enforcement of the federal Davis-Bacon Act and the state prevailing wage law on projects in which the Oregon Department of Transportation or its Highway Division has any involvement, as a contracting agency or otherwise.

For purposes of this request for production of documents, the term "documents" includes all writings, drawings, graphs, charts, photographs, phonograph records, tape recordings, video recordings, and any other data compilations from which information can be obtained, translated, if necessary, by the defendant through detection devices and to reasonably useable form.

Respectfully submitted,

GOLDBERG, MECHANIC & GOLDSTEIN

By Gene B. Mechanic
Gene B. Mechanic, OSB #77054
Of Attorneys for Plaintiff

CERTIFIED TRUE COPY

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as)
Field Supervisor for the)
INTERNATIONAL UNION OF OPERATING) No. 85-1962
ENGINEERS LOCAL NO. 701,)
AFL-CIO, a Labor Organization,) COMPLAINT UNDER PUBLIC
) RECORDS LAW FOR DECLARATORY
Plaintiff,) AND INJUNCTIVE RELIEF
v.)
)
)
THE STATE OF OREGON, DEPARTMENT)
OF TRANSPORTATION,)
)
Defendant.)

Plaintiff alleges:

I

This action is brought pursuant to ORS 192.450. Plaintiff seeks disclosure of public records within the custody of defendant.

II

At all times material hereto, plaintiff John Lund was a Field Supervisor for the International Union of Operating Engineers Local No. 701 AFL-CIO, a labor organization operating within the state of Oregon.

III

Through its highway division, at all times material hereto, defendant is responsible for the construction and maintenance of state highways within Oregon. In meeting this duty, defendant enters into public contracts with construction companies to perform public works within the meaning of ORS 279.348(3).

IV

The hourly rate of wage to be paid by any contractor or subcontractor to workers upon all public works must be not less than the prevailing rate of wage for the same trade or occupation in the locality of the project, as set by the Commissioner of the Bureau of Labor and Industries. The specifications for every contract for a public work entered into by defendant must contain a provision requiring the contractor and subcontractors involved in the project to pay the prevailing rate of wage and to file certified statements with defendant. The certified statements must set forth the hourly rate of wage paid each worker and certify that no worker employed upon such public work has been paid less than the prevailing rate of wage or less the minimum hourly rate of wage specified in the contract.

V

By letter dated July 12, 1985, plaintiff requested that defendant provide plaintiff with copies of the following records (a copy of said letter is attached hereto as Exhibit "A" and is incorporated herein).

1. Wage certifications showing names, addresses and social security numbers for employees of Roadway/Hatch, a joint venture, for worked performed on the Beaverton-Tigard interchange, contract number 98-65.

2. Wage certifications showing names, addresses and social security numbers for employees of Roadway Constructors, Inc. for

work performed on the Sunset-Pacific Highway project, contract number 99-53.

VI

Plaintiff's letter requested that the records be provided no later than July 19, 1985 by producing copies at plaintiff's office. Defendant has not responded to plaintiff's letter.

VII

On July 29, 1985, plaintiff forwarded a "Petition to Review Denial of Right to Inspect Public Records" to the Attorney General (a copy of this petition is attached hereto as Exhibit "B" and is incorporated herein). The petition was received by the Attorney General's office on July 30, 1985. On August 6, 1985 the Attorney General issued an order denying the petition, (a copy of which is attached hereto as Exhibit "C" and is incorporated herein).

VIII

Plaintiff realleges paragraphs "I" through "VII" above. Defendant's failure to provide plaintiff with copies of the above-mentioned public records or to allow plaintiff to inspect and copy said records violates ORS 192.420, 192.430 and 192.440 and entitles plaintiff to declaratory and injunctive relief.

WHEREFORE, plaintiff prays for the following:

1. That a judgment issue in favor of plaintiff and against defendant declaring that defendant's actions violate ORS 192.420, 192.430 and 192.440;

2. That an injunction issue requiring defendant to provide

plaintiff with copies of the requested public records;

3. That plaintiff be awarded its costs, disbursements and reasonable attorney fees;

4. That the court issue any other relief which it deems to be just and proper.

GOLDBERG & MECHANIC

By Gene B Mechanic
Gene B. Mechanic, OSB #77054
Of Attorneys for Plaintiff

INTERNATIONAL UNION OF OPERATING ENGINEERS/LOCAL 7

1529 S.W. 12th AVENUE • PORTLAND, OREGON 97201 • TELEPHONE (503) 226-3551

Affiliated wi
AFL-CIO

DEAN WEAR
Business Manager and
Financial Secretary

July 12, 1985

Records Custodian
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

RE: Request for Records Under Public Records Law

Dear Records Custodian:

We hereby request that you provide certified copies of the following records in accordance with the public records law, ORS 192.410 et. seq.:

1. Wage certifications showing names, addresses and social security numbers for employees of Roadway/Hatch, a joint venture, for worked performed on the Beaverton-Tigard interchange, number 98-65.

2. Wage certifications showing names, addresses and social securtiy numbers for employees of Roadway Constructors, Inc. for work performed on the Sunset-Pacific Highway project, number 99-53.

Please provide this information by no later than July 19, 1985 by producing copies at the office of the International Union of Operating Engineers Local 701. Of course, we will pay for reasonable costs of copying. If you wish to have the union pick up the documents, we will be pleased to do so.

Very truly yours,

John Lund
Field Supervisor

JL/sb
cc: Edward Hardt
Gene B. Mechanic

Ex. A

GOLDBERG & MECHANIC
ATTORNEYS AT LAW
200 ALDER PARK BUILDING
808 S.W. ALDER STREET
PORTLAND, OREGON 97205

STEVEN GOLDBERG
GENE B. MECHANIC
ALICE GOLDSTEIN*

TELEPHONE
(503) 224-2372

* MEMBER OREGON AND
WASHINGTON BARS

July 29, 1985

Mr. Dave Frohnmayer
Attorney General
State of Oregon
Justice Building
Salem, OR 97310

CERTIFIED MAIL
RECEIPT NO. P 541 009 974

RE: Petition to Review Denial of Right to Inspect State Public Record Under ORS 192.450

Dear Mr. Frohnmayer:

Enclosed herewith is a Petition to Review Denial of Right to Inspect Public Record. In accordance with ORS 192.450(1), please respond within seven days of receipt.

Thank you for your consideration.

Sincerely,

Gene B. Mechanic

GENE B. MECHANIC

GBM/sb
Enclosure
cc: John Lund
Records Custodian, Oregon Department of Transportation

Ex B-1

PETITION TO REVIEW DENIAL OF RIGHT TO INSPECT STATE PUBLIC RECORDS UNDER ORS 192.450

The International Union of Operating Engineers Local 701 hereby requests the Attorney General of the State of Oregon to order the Oregon Department of Transportation and its employees to produce certified copies of the following records in accordance with the Public Records Law, ORS 192.410 et. seq.:

1. Wage certifications showing names, addresses and social security numbers for employees of Roadway/Hatch, a joint venture, for worked performed on the Beaverton-Tigard interchange, contract number 98-65.

2. Wage certifications showing names, addresses and social securtiy numbers for employees of Roadway Constructors, Inc. for work performed on the Sunset-Pacific Highway project, contract number 99-53.

Copies of these records were requested by John Lund, Field Supervisor for the International Union of Operating Engineers Local 701, by letter dated July 12, 1985, to the Records Custodian, Oregon Department of Transportation, Transportation Building, Salem, Oregon, 97310 (copy attached). Mr. Lund asked that the records be provided by no later than July 19, 1985 by producing copies at the Union office. The Oregon Department of Transportation has not responded to Mr. Lund's letter.

There is no legitimate basis for denying Mr. Lund's request. He is seeking wage certifications which the above general contractors must file with the Department of Transportation, with certified copies to the Commissioner of the Bureau of Labor and

Ex. B-2

Industries, pursuant to ORS 279.354. He is not seeking any other wage information in the office the contractor to which the Commissioner may have access under ORS 279.355 and which may not be open to public inspection.

As support for disclosure, we refer you to International Brotherhood of Electrical Workers Local 41 v. U.S. Department of Housing and Urban Development, 593 F. Supp. 542 (D. D.C. 1984), affirmed _____ F2d _____ (D.C. Cir. 42685 No. 84-5610); Kotalski v. Mt. Hood Community College, 82 Or App 452 (1983); Morrison v. School District No. 48, 53 Or App 148 (1981).

Respectfully submitted,

Gene B. Mechanic

Gene B. Mechanic
Attorney for International Union
of Operating Engineers Local 701

Ex. B-3

DAVE FROHNMAYER
ATTORNEY GENERAL
STATE OF OREGON

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

AUG 9 1985

DEPARTMENT OF JUSTICE
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4400

August 6, 1985

Gene B. Mechanic
Attorney at Law
200 Alder Park Building
800 SW Alder Stret
Portland, Oregon 97208

Re: Public Records Request

Dear Mr. Mechanic:

This constitutes the order of the Attorney General in response to your petition under the Public Records Law, received in this office on July 30, 1985. You seek an order requiring the Department of Transportation to produce copies of the following records:

> "1. Wage certifications showing names, addresses and social security numbers for employees of Roadway/Hatch, a joint venture, for worked performed on the Beaverton-Tigard interchange, contract number 98-65.
>
> "2. Wage certifications showing names, addresses and social security numbers for employees of Roadway Constructors, Inc. for work performed on the Sunset-Pacific Highway project, contract number 99-53."

By letter dated May 13, 1983, we denied a public records request seeking identical information related to another contract. A copy of our May 13, 1983 letter is enclosed.

For the reasons set forth in our May 13, 1983 letter, your request is denied. You may challenge this order by filing suit in the Marion County Circuit Court pursuant to ORS 192.450.

Yours very truly,

Don Arnold

DONALD C. ARNOLD
Special Counsel to the
Attorney General

DCA:cm
Enclosure
cc: Robert N. Bothman, Assistant State Highway Engineer
[illegible] Attorney-in-Charge

Ex. C-1

DAVE FROHNMAYER
Attorney General
State of Oregon

STANTON F. LONG
Deputy Attorney General

DEPARTMENT OF JUSTICE
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4400

May 13, 1983

Alice Goldstein
Goldberg & Mechanic
Attorneys at Law
1727 N.W. Hoyt Street, Suite 301
Portland, Oregon 97209

Dear Ms. Goldstein:

This constitutes the order of the Attorney General in response to your petition under the Public Records Law, received in this office on May 10, 1983. You seek an order requiring the Department of Transportation to produce copies of the following records:

> "Wage certifications showing names, addresses and Social Security numbers for employees of R.A. Hatch working on the Banfield Light Rail Project, No. 9594."

These wage certifications were presumably furnished to the Department of Transportation as required by ORS 279.354. Under ORS 279.355, the Commissioner of the Bureau of Labor and Industries also has authority to review wage information in the office of the contractor. ORS 279.355(3) provides:

> "Notwithstanding ORS 192.410 to 192.500, any record obtained or made by the commissioner under this section shall not be open to inspection."

ORS 279.359(3) also makes confidential any wage information received by the commissioner in determining prevailing rates of wage.

These exemptions from the Public Records Law are not made applicable to a public body receiving wage information under ORS 279.354. Nevertheless, they evince a legislative determination that records relating to wages paid by private employers to their employes shall not be public information, even though employers must furnish this information to public bodies for purposes of administration and enforcement of the Prevailing Wage Law.

Ex C -2

To require the Department of Transportation to turn over information when the identical information is confidential in the hands of the Commissioner of the Bureau of Labor and Industries would frustrate the purposes of ORS 279.355(3) and 279.359(3). ORS 279.354 must be construed together with ORS 279.355(3) and 279.359(3) in order to carry out the evident legislative purpose. We accordingly conclude that the information which you seek is not subject to disclosure.

Assuming however that the confidentiality provisions of ORS 279.355(3) and 279.359(3) should not be read into ORS 279.354, we at least have a legislative declaration that wage information as to employes of private employers is private in nature. For purposes of ORS 192.500(2)(b), such a declaration could be deemed to supersede or at least modify the "not normally shared with strangers" test set forth in Morrison v. School District No. 48, 53 Or App 148, 631 P2d 785 (1981) and Turner v. Reed, 22 Or App 177, 583 P2d 373 (1975). Even applying that test, the disclosure you request is distinguishable from the disclosure ordered in Morrison, supra, and in Kotalski v. Mt. Hood Comm. College, 82 Or App 452, ___ P2d ___ (1983) and Lane County School District v. Parks, 55 Or App 416, 637 P2d 1383 (1982). All three of those cases involved public employes. It has long been held that there is no expectation of privacy in the manner of performance of public duties. Jensen v. Schiffman, 24 Or App 11, 544 P2d 1048 (1976); see New York Times Co. v. Sullivan, 376 US 254 (1964). To this we would add that there is no expectation of privacy in the fact of employment by a public body, or in the amount of compensation received by anyone directly from public funds. So far as private employment is concerned, such expectations of privacy are not lost.

Information concerning the employer for whom one works is usually but not always shared with strangers, and it can make a difference in a particular case, as where the employer is a nonunion contractor involved in a dispute with unions. Information as to personal income is not ordinarily shared with strangers. One's home address is often shared with strangers, but not when the person is of an age or in employment which could result in harassment or other unreasonable invasions of privacy. Social Security numbers are recognized by the Federal Freedom of Information Act as personal in nature. All of the information you seek is "personal" in that it is about individual persons, those persons have not in effect waived expectations of privacy by becoming employes of public bodies, and those persons undoubtedly do have expectations of privacy, varying in degree, as to some or all of the information which would be disclosed.

F v. C-3

We recognize that furnishing home addresses is rarely an unreasonable invasion of privacy. But furnishing names, home addresses, wage information and social security numbers for previously unknown persons identified by the disclosure as working for a particular employer could well be an unreasonable invasion of privacy.

The burden of showing that disclosure would not be an unreasonable invasion of privacy, or that the public interest requires disclosure notwithstanding an invasion of privacy, rests upon the requester. You have furnished no information to meet that burden.

Your petition is accordingly denied. If you wish to challenge this order, you may do so by suit filed in the Marion County Circuit Court under ORS 192.450.

Sincerely,

JOHN A. REULING, Jr.
Special Counsel
to the Attorney General

JAR:tlq
cc (w/ incoming):
H.S. Coulter, State Highway Engineer
Jack Sollis, Assistant Attorney General

Ex. C-4

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor Organization, Plaintiff, v. THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, Defendant.	)	No. 85-1962 ANSWER

Comes now defendant State of Oregon Department of Transportation and makes answer to plaintiff's Complaint in the captioned matter as follows:

1.

Paragraph I of plaintiff's Complaint is admitted.

2.

Paragraph II of plaintiff's Complaint is admitted upon belief.

3.

Defendant admits that through its Highway Division, defendant undertakes and is responsible for construction and maintenance of state highways within the state of Oregon. Defendant also undertakes responsibility for construction and maintenance of certain portions of the National Defense Highway System (Interstate) and the United States Highway System under grants and cooperative agreements with the United States

Department of Transportation and the Federal Highway Administration (FHWA). Defendant admits that in meeting its duties in connection with highway construction that it enters into public contracts with construction companies to perform public works within the meaning of ORS 279.348(3). However, defendant also enters into substantial contracts for work upon roads and highways that are exempt from the definition of public contract under ORS 279.348(3) by the operation of ORS 279.357(2) and by Article VI paragraph 2 of the Constitution of the United States (Supremacy Clause).

4.

Paragraph IV of plaintiff's Complaint is admitted as to contracts falling within the parameters of ORS 279.348(3). It is denied as to contracts under the Davis-Bacon Act, 40 USC 276a.

5.

Paragraph V is admitted.

6.

Paragraph VI is admitted.

7.

Paragraph VII is admitted.

8.

Paragraph VIII is denied on the following bases:

(a) Contract number 9865, Beaverton-Tigard Interchange, and contract number 9953, Sunset Pacific Highway, are contracts exempted from the definition of public works and the application of ORS 279.348(3) by the operation of ORS 279.357(2) and 40 USC

276A. Plaintiff's public records request was based upon its assumption that records were kept on such projects pursuant to ORS 279.354. The petition filed by plaintiff specificially states that plaintiff seeks no records other than those maintained under that statute. ORS 279.357(2) exempts the contracts in question from the operation of ORS 279.354. Defendant is not in possession of any records answering the plaintiff's petition and request and consequently is unable to respond.

(b) Defendant contends further that such records, if they did exist, would be exempt from public disclosure under ORS 192.500(1)(b), ORS 192.500(1)(c), ORS 192.500(1)(e), ORS 192.500(2)(b), and ORS 192.500(2)(g).

Wherefore defendant prays that the relief sought by the plaintiff be denied and that defendant be awarded its costs and disbursements herein.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

/s/ WILLIAM F. CLORAN

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

jc

N

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-27-2(5)

2. STATE PROJECT NO. See Below

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00026

2A. COUNTY NAME Washington

6. TO

Mr. E. S. Hunter
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE August 28,1985

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:

Beaverton/Tigard Highway Inbterchange

11. GENERAL DESCRIPTION OF WORK

Revised Utility costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 8-15-85 the revised costs for the utility adjustment for Portland General Electric Company's power line relocation as authorized 7-24-85 is approved for a TEC of $8,352.70 - F. F. $7,100.

RECEIVED
STATE HWY ENGR
SEP - 6 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
9/9

14. DATE 9/3/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

cc: OSHD (H er)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

STATE COPY

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
SEP 11 '85
~~REFER TO~~ Fredrickson
FOR
Info Inves R/D D/A Sign Act File

cy 9/12

REGION NO. 10	REPORT NO. 5	COUNTY Washington	DIVISION Oregon

IN COMPANY WITH: Walt Bartel, Dave Jones and Marion Craft; OSHD

DATE OF INSPECTION 8-19-85	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO. IX-27-2(17)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 60 %	WORK COMPLETED 55 %

NOTED
W. E. SCHWARTZ

BEAVERTON - TIGARD HIGHWAY INTERCHANGE
SUNSET HIGHWAY
Grading, Paving, Signing, Structures & Signals

This inspection covered the asphaltic concrete operation. The contractor's drum plant set up adjacent to Denny Road was inspected first. This contractor is electing to use soap type release agent in the trucks. It is noted the application to each truck was controlled by a timer. The amount of release agent being utilized was not excessive.

The contractor was using four separate stockpiles of aggregate. Fine aggregate, medium, coarse aggregate from Cobb rock, and fine aggregate from a Dayton source being blended in with the Cobb fine aggregate on a 50-50 ratio. Lime was being added at the Cobb quarry location. It was noted that additional lime is not mandatory on this job; however, if the IRS is less than 80 then lime needs to be added. The contractor bid a dollar a ton for lime. At the time paving commenced a mix design had not been completed for the job and therefore the IRS without lime was not known. The contractor agreed to use lime and the same mix design being used on Highway 217 until the IRS has been determined. If the IRS is more than 80 the State will not have to pay for the lime. The contractor was using 4 bins in the cold feed. 2 bins contained sand; 1 from Cobb - 1 from Dayton.

During the inspection we noted the scalping screens on both the virgin rock and the reclaimed AC had holes in them. The project manager advised the contractor who immediately repaired the screens.

Exhaust from the dryer drums was being run through a water type scrubber. The exhaust looked very clean. The project manager advised the DEQ had pulled samples and was satisfied the emission from the dryer drums was satisfactory.

(Continued)

Form FHWA-1446A

On the job the contractor is paving the new Barnes Road alignment. A new Barber-Green paving machine is being used with two rollers. Breakdown being performed with the pneumatic roller, followed by steel wheel. The first density test had just been taken and was found to be 94%. 91% is minimum on this project. The mix temperature was 255° about 200 feet behind the paver. Earlier, the inspector advised the temperature had been running about 280° just behind the screed.

In general, both the street and plant operation appeared to be progressing smoothly and in accordance with the contract requirements.

We visited the project manager's testing laboratory located at Sylvan; however, the first extraction samnple had not been completed at that time. This is the same plant the contractor used to pave Highway 217. The project manager on that project indicated the material has been running at about a bonus of 2%. That is, pay factors of 1.02.

- TPL -

N

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor Organization,

Plaintiff,

v.

THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION,

Defendant.

No. 85-1962

SUMMONS

TO: The State of Oregon, Oregon Department of Transportation,
Transportation Building, Salem, Oregon, 97310

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the Complaint filed against you in the above-entitled matter within thirty (30) days from the date of service of this Summons upon you.

If you fail to so answer, the Plaintiff will apply to the Court for the relief demanded in the Complaint on file herein.

NOTICE TO DEFENDANT

READ THESE PAPERS CAREFULLY!

YOU MUST "APPEAR" IN THIS CASE OR THE OTHER SIDE WILL WIN AUTOMATICALLY. TO "APPEAR" YOU MUST FILE WITH THE COURT A LEGAL PAPER CALLED A "MOTION" OR "ANSWER". THE "MOTION" OR "ANSWER" MUST BE GIVEN TO THE COURT CLERK OR ADMINISTRATOR WITHIN 30 DAYS ALONG WITH THE REQUIRED FILING FEE. IT MUST BE IN PROPER FORM AND HAVE PROOF OF SERVICE ON THE PLAINTIFF'S ATTORNEY.

IF YOU HAVE QUESTIONS, YOU SHOULD SEE AN ATTORNEY IMMEDIATELY.

RECEIVED
DOT DIRECTOR
AUG 19 '85
REFER TO
Sollis
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

GOLDBERG & MECHANIC

Gene B. Mechanic
By: GENE B. MECHANIC
Attorney for Plaintiff
808 SW Alder St., Suite 200
Portland OR 97205
503/224-2372

FRED MILLER

CERTIFIED TRUE COPY

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor Organization,

Plaintiff,

v.

THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION,

Defendant.

No. 85-1962

COMPLAINT UNDER PUBLIC RECORDS LAW FOR DECLARATORY AND INJUNCTIVE RELIEF

Plaintiff alleges:

I

This action is brought pursuant to ORS 192.450. Plaintiff seeks disclosure of public records within the custody of defendant.

II

At all times material hereto, plaintiff John Lund was a Field Supervisor for the International Union of Operating Engineers Local No. 701 AFL-CIO, a labor organization operating within the state of Oregon.

III

Through its highway division, at all times material hereto, defendant is responsible for the construction and maintenance of state highways within Oregon. In meeting this duty, defendant enters into public contracts with construction companies to perform public works within the meaning of ORS 279.348(3).

IV

The hourly rate of wage to be paid by any contractor or subcontractor to workers upon all public works must be not less than the prevailing rate of wage for the same trade or occupation in the locality of the project, as set by the Commissioner of the Bureau of Labor and Industries. The specifications for every contract for a public work entered into by defendant must contain a provision requiring the contractor and subcontractors involved in the project to pay the prevailing rate of wage and to file certified statements with defendant. The certified statements must set forth the hourly rate of wage paid each worker and certify that no worker employed upon such public work has been paid less than the prevailing rate of wage or less the minimum hourly rate of wage specified in the contract.

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2. Wage certifications showing names, addresses and social security numbers for employees of Roadway Constructors, Inc. for

work performed on the Sunset-Pacific Highway project, contract number 99-53.

VI

Plaintiff's letter requested that the records be provided no later than July 19, 1985 by producing copies at plaintiff's office. Defendant has not responded to plaintiff's letter.

VII

On July 29, 1985, plaintiff forwarded a "Petition to Review Denial of Right to Inspect Public Records" to the Attorney General (a copy of this petition is attached hereto as Exhibit "B" and is incorporated herein). The petition was received by the Attorney General's office on July 30, 1985. On August 6, 1985 the Attorney General issued an order denying the petition, (a copy of which is attached hereto as Exhibit "C" and is incorporated herein).

VIII

Plaintiff realleges paragraphs "I" through "VII" above. Defendant's failure to provide plaintiff with copies of the above-mentioned public records or to allow plaintiff to inspect and copy said records violates ORS 192.420, 192.430 and 192.440 and entitles plaintiff to declaratory and injunctive relief.

WHEREFORE, plaintiff prays for the following:

1. That a judgment issue in favor of plaintiff and against defendant declaring that defendant's actions violate ORS 192.420, 192.430 and 192.440;

2. That an injunction issue requiring defendant to provide

plaintiff with copies of the requested public records;

3. That plaintiff be awarded its costs, disbursements and reasonable attorney fees;

4. That the court issue any other relief which it deems to be just and proper.

GOLDBERG & MECHANIC

By Gene B Mechanic
Gene B. Mechanic, OSB #77054
Of Attorneys for Plaintiff

INTERNATIONAL UNION OF OPERATING ENGINEERS/LOCAL 70
1529 S.W. 12th AVENUE • PORTLAND, OREGON 97201 • TELEPHONE (503) 226-3551
Affiliated with AFL-CIO

DEAN WEAR
Business Manager and Financial Secretary

July 12, 1985

Records Custodian
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

RE: Request for Records Under Public Records Law

Dear Records Custodian:

We hereby request that you provide certified copies of the following records in accordance with the public records law, ORS 192.410 et. seq.:

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2. Wage certifications showing names, addresses and social securtiy numbers for employees of Roadway Constructors, Inc. for work performed on the Sunset-Pacific Highway project, number 99-53.

Please provide this information by no later than July 19, 1985 by producing copies at the office of the International Union of Operating Engineers Local 701. Of course, we will pay for reasonable costs of copying. If you wish to have the union pick up the documents, we will be pleased to do so.

Very truly yours,

John L

John Lund
Field Supervisor

JL/sb
cc: Edward Hardt
Gene B. Mechanic

Ex. A

GOLDBERG & MECHANIC
ATTORNEYS AT LAW
200 ALDER PARK BUILDING
606 S. W. ALDER STREET
PORTLAND, OREGON 97205

STEVEN GOLDBERG
GENE B. MECHANIC
ALICE GOLDSTEIN*

TELEPHONE
(503) 224-2372

* MEMBER OREGON AND WASHINGTON BARS

July 29, 1985

Mr. Dave Frohnmayer
Attorney General
State of Oregon
Justice Building
Salem, OR 97310

CERTIFIED MAIL
RECEIPT NO. P 541 009 974

RE: Petition to Review Denial of Right to Inspect State Public Record Under ORS 192.450

Dear Mr. Frohnmayer:

Enclosed herewith is a Petition to Review Denial of Right to Inspect Public Record. In accordance with ORS 192.450(1), please respond within seven days of receipt.

Thank you for your consideration.

Sincerely,

Gene B. Mechanic

GENE B. MECHANIC

GBM/sb
Enclosure
cc: John Lund
Records Custodian, Oregon Department of Transportation

Ex B-1

PETITION TO REVIEW DENIAL OF RIGHT TO INSPECT STATE PUBLIC RECORDS UNDER ORS 192.450

The International Union of Operating Engineers Local 701 hereby requests the Attorney General of the State of Oregon to order the Oregon Department of Transportation and its employees to produce certified copies of the following records in accordance with the Public Records Law, ORS 192.410 et. seq.:

1. Wage certifications showing names, addresses and social security numbers for employees of Roadway/Hatch, a joint venture, for worked performed on the Beaverton-Tigard interchange, contract number 98-65.

2. Wage certifications showing names, addresses and social securtiy numbers for employees of Roadway Constructors, Inc. for work performed on the Sunset-Pacific Highway project, contract number 99-53.

Copies of these records were requested by John Lund, Field Supervisor for the International Union of Operating Engineers Local 701, by letter dated July 12, 1985, to the Records Custodian, Oregon Department of Transportation, Transportation Building, Salem, Oregon, 97310 (copy attached). Mr. Lund asked that the records be provided by no later than July 19, 1985 by producing copies at the Union office. The Oregon Department of Transportation has not responded to Mr. Lund's letter.

There is no legitimate basis for denying Mr. Lund's request. He is seeking wage certifications which the above general contractors must file with the Department of Transportation, with certified copies to the Commissioner of the Bureau of Labor and

Ex. B-7

Industries, pursuant to ORS 279.354. He is not seeking any other wage information in the office the contractor to which the Commissioner may have access under ORS 279.355 and which may not be open to public inspection.

As support for disclosure, we refer you to International Brotherhood of Electrical Workers Local 41 v. U.S. Department of Housing and Urban Development, 593 F. Supp. 542 (D. D.C. 1984), affirmed _____ F2d _____ (D.C. Cir. 42685 No. 84-5610); Kotalski v. Mt. Hood Community College, 82 Or App 452 (1983); Morrison v. School District No. 48, 53 Or App 148 (1981).

Respectfully submitted,

Gene B. Mechanic

Gene B. Mechanic
Attorney for International Union
of Operating Engineers Local 701

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 15, 1985

In Reply Refer to
File No.

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
AUG 16 '85
REFER TO
FOR
Info Inves R/D J/R Sign Act File

SUBJECT: Cost Overrun
Power Line Relocation
Portland General Electric Company
Beaverton - Tigard Hwy. Interchange
Section
Sunset Highway
Washington County
P.E. Project IX-27-2(5)

Reference is made to my letter of July 24, 1984 which submitted an estimate of cost for the relocation of Portland General Electric Company's buried power line and to your Letter of Approval and/or Authorization, dated August 8, 1984, which approved participation in the estimated cost of $6,340. Copies of my letter and your PR-1240 are attached.

The relocation of the buried power line has been completed and a final billing of cost, in the amount of $8,352.70, received. The final cost of $8,352.70 exceeds the estimated cost of $6,339.52 by $2,013.18 or 31.77%. Portland General Electric Company, in a letter dated January 28, 1985, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. Portland General Electric Company has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $8,352.70 is requested.

JMC:jr
attachments

cc: ✓E. S. Hunter
Jack M. Cartwright
Rich Evans
R. L. Fleming

Form 734-3122

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

1) On July 3, 1985, approved the establishment of a 45 MPH speed zone on the Mt. Hood Highway No. 26, west city limits of Sandy from M.P. 22.66 to M.P. 25.33 in Clackamas County. (Speed Zone Order No. 920.)

2) On July 3, 1985, established a temporary construction speed of 45 MPH on the Beaverton-Tigard Interchange Section from M.P. 68.58 to M.P. 69.91 on the Sunset Highway No. 47 in Washington Conty. Speed zone to be in effect for duration of the project. Signs will be displayed only during the time, when in the opinion of the Engineer, they are warranted by construction activities in the particular work areas.

3) On July 18, 1985, approved the annual program for grooming of snowmobile trails for the period July 1, 1985, through June 30, 1986, under an agreement with the Oregon State Snowmobile Association. Total program $11,598.

4) On July 18, 1985, signed a personal service contract with Wilsey and Ham for preliminary engineering work on 60th Avenue (N. E. Columbia Blvd.-N.E. Lombard Street) in Multnomah County at a cost of $68,690. All work to be done within 150 calendar days. (Approved by Transportation Commission on May 15, 1984.)

Dated this 9th day of August, 1985

E S Hunter

E. S. Hunter, Acting State Highway Engineer

August 7, 1985

Orcilia Forbes
11965 NW Maple Hill Lane
Portland, OR 97229

CON 21

You inquired about the completion date for the ORE217 interchange on the Sunset Highway. Staff advises that the estimated completion date is May 1, 1986.

At the present time, this $7.3 million project is about 45 percent completed. The work started in August 1984. From the work accomplished in the first year of the contract, it appears that the estimated completion date for all work is realistic. The contractor, however, has advised us that he expects to have work completed by October 1, 1985, to the point where the traffic will be using their permanent traffic patterns.

There are several events which will occur in the next few weeks which should substantially improve traffic conditions through the project.

First, after next week there will no longer be a need for lane closures on the Sunset Highway which have resulted in lengthy traffic delays.

Second, in about two weeks a new Barnes Road connection to the Sunset Highway westbound will be placed in operation. This will eliminate this traffic from the ORE217 traffic which is entering the Sunset Highway.

Finally, in three to four weeks, Sunset Highway traffic will be shifted southerly to a new structure over Highway 217. This will shift Sunset Highway through-traffic further away from traffic entering from Highway 217 and Barnes Road. This should give Sunset traffic a better view of the entering traffic and will minimize the potential for serious traffic conflicts.

It appears that we will soon be past the point in the construction of this project where traffic is experiencing long, exasperating delays during peak-hour traffic flows.

It was nice to see you on the tour. Sorry the City Club date won't work.

Fred D. Miller
Director

bc E. S. Hunter
W. E. Schwartz
E. L. Hardt
Dave Talbot

WES:tsl fn

DAVE FROHNMAYER
ATTORNEY GENERAL
STATE OF OREGON

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4400

August 6, 1985

RECEIVED
STATE HWY ENGR
AUG -7 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Gene B. Mechanic
Attorney at Law
200 Alder Park Building
800 SW Alder Stret
Portland, Oregon 97208

Re: Public Records Request

Dear Mr. Mechanic:

This constitutes the order of the Attorney General in response to your petition under the Public Records Law, received in this office on July 30, 1985. You seek an order requiring the Department of Transportation to produce copies of the following records:

> "1. Wage certifications showing names, addresses and social security numbers for employees of Roadway/Hatch, a joint venture, for worked performed on the Beaverton-Tigard interchange, contract number 98-65.
>
> "2. Wage certifications showing names, addresses and social security numbers for employees of Roadway Constructors, Inc. for work performed on the Sunset-Pacific Highway project, contract number 99-53."

By letter dated May 13, 1983, we denied a public records request seeking identical information related to another contract. A copy of our May 13, 1983 letter is enclosed.

For the reasons set forth in our May 13, 1983 letter, your request is denied. You may challenge this order by filing suit in the Marion County Circuit Court pursuant to ORS 192.450.

Yours very truly,

DONALD C. ARNOLD
Special Counsel to the
Attorney General

cys Schwartz
Hunter
8/12

NOTED
ROBERT N. BOTHMAN

DCA:cm
Enclosure
cc: Robert N. Bothman, Assistant State Highway Engineer ✓
Jack Sollis, Attorney-in-Charge

GOLDBERG & MECHANIC
ATTORNEYS AT LAW
200 ALDER PARK BUILDING
808 S. W. ALDER STREET
PORTLAND, OREGON 97205

STEVEN GOLDBERG
GENE B. MECHANIC
ALICE GOLDSTEIN*

TELEPHONE
(503) 224-2372

* MEMBER OREGON AND
WASHINGTON BARS

July 29, 1985

Mr. Dave Frohnmayer
Attorney General
State of Oregon
Justice Building
Salem, OR 97310

CERTIFIED MAIL
RECEIPT NO. P 541 009 974

RE: Petition to Review Denial of Right to Inspect State Public Record Under ORS 192.450

Dear Mr. Frohnmayer:

Enclosed herewith is a Petition to Review Denial of Right to Inspect Public Record. In accordance with ORS 192.450(1), please respond within seven days of receipt.

Thank you for your consideration.

Sincerely,

Gene B. Mechanic

GENE B. MECHANIC

GBM/sb
Enclosure
cc: John Lund
Records Custodian, Oregon Department of Transportation

RECEIVED
JUL 30 1985
ATTORNEY GENERAL
SALEM, OREGON

PETITION TO REVIEW DENIAL OF RIGHT TO INSPECT STATE PUBLIC RECORDS UNDER ORS 192.450

The International Union of Operating Engineers Local 701 hereby requests the Attorney General of the State of Oregon to order the Oregon Department of Transportation and its employees to produce certified copies of the following records in accordance with the Public Records Law, ORS 192.410 et. seq.:

1. Wage certifications showing names, addresses and social security numbers for employees of Roadway/Hatch, a joint venture, for worked performed on the Beaverton-Tigard interchange, contract number 98-65.

2. Wage certifications showing names, addresses and social securtiy numbers for employees of Roadway Constructors, Inc. for work performed on the Sunset-Pacific Highway project, contract number 99-53.

Copies of these records were requested by John Lund, Field Supervisor for the International Union of Operating Engineers Local 701, by letter dated July 12, 1985, to the Records Custodian, Oregon Department of Transportation, Transportation Building, Salem, Oregon, 97310 (copy attached). Mr. Lund asked that the records be provided by no later than July 19, 1985 by producing copies at the Union office. The Oregon Department of Transportation has not responded to Mr. Lund's letter.

There is no legitimate basis for denying Mr. Lund's request. He is seeking wage certifications which the above general contractors must file with the Department of Transportation, with certified copies to the Commissioner of the Bureau of Labor and

Industries, pursuant to ORS 279.354. He is not seeking any other wage information in the office the contractor to which the Commissioner may have access under ORS 279.355 and which may not be open to public inspection.

As support for disclosure, we refer you to *International Brotherhood of Electrical Workers Local 41 v. U.S. Department of Housing and Urban Development*, 593 F. Supp. 542 (D. D.C. 1984), affirmed _____ F2d _____ (D.C. Cir. 42685 No. 84-5610); *Kotalski v. Mt. Hood Community College*, 82 Or App 452 (1983); *Morrison v. School District No. 48*, 53 Or App 148 (1981).

Respectfully submitted,

Gene B Mechanic

Gene B. Mechanic
Attorney for International Union
of Operating Engineers Local 701

INTERNATIONAL UNION OF OPERATING ENGINEERS/LOCAL 701
1529 S.W. 12th AVENUE • PORTLAND, OREGON 97201 • TELEPHONE (503) 226-3551
Affiliated with AFL-CIO

AN WEAR
iness Manager and
ncial Secretary

July 12, 1985

Records Custodian
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

RE: Request for Records Under Public Records Law

Dear Records Custodian:

We hereby request that you provide certified copies of the following records in accordance with the public records law, ORS 192.410 et. seq.:

1. Wage certifications showing names, addresses and social security numbers for employees of Roadway/Hatch, a joint venture, for worked performed on the Beaverton-Tigard interchange, number 98-65.

2. Wage certifications showing names, addresses and social securtiy numbers for employees of Roadway Constructors, Inc. for work performed on the Sunset-Pacific Highway project, number 99-53.

Please provide this information by no later than July 19, 1985 by producing copies at the office of the International Union of Operating Engineers Local 701. Of course, we will pay for reasonable costs of copying. If you wish to have the union pick up the documents, we will be pleased to do so.

Very truly yours,

John Lund
Field Supervisor

JL/sb
cc: Edward Hardt
    Gene B. Mechanic

Jurisdiction of State of Oregon and 5½ Southwest Washington Counties
Member Western States Conference of Engineers

DAVE FROHNMAYER
ATTORNEY GENERAL
STATE OF OREGON

STANTON F. LONG
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4400

May 13, 1983

Alice Goldstein
Goldberg & Mechanic
Attorneys at Law
1727 N.W. Hoyt Street, Suite 301
Portland, Oregon 97209

Dear Ms. Goldstein:

This constitutes the order of the Attorney General in response to your petition under the Public Records Law, received in this office on May 10, 1983. You seek an order requiring the Department of Transportation to produce copies of the following records:

> "Wage certifications showing names, addresses and Social Security numbers for employees of R.A. Hatch working on the Banfield Light Rail Project, No. 9594."

These wage certifications were presumably furnished to the Department of Transportation as required by ORS 279.354. Under ORS 279.355, the Commissioner of the Bureau of Labor and Industries also has authority to review wage information in the office of the contractor. ORS 279.355(3) provides:

> "Notwithstanding ORS 192.410 to 192.500, any record obtained or made by the commissioner under this section shall not be open to inspection."

ORS 279.359(3) also makes confidential any wage information received by the commissioner in determining prevailing rates of wage.

These exemptions from the Public Records Law are not made applicable to a public body receiving wage information under ORS 279.354. Nevertheless, they evince a legislative determination that records relating to wages paid by private employers to their employes shall not be public information, even though employers must furnish this information to public bodies for purposes of administration and enforcement of the Prevailing Wage Law.

To require the Department of Transportation to turn over information when the identical information is confidential in the hands of the Commissioner of the Bureau of Labor and Industries would frustrate the purposes of ORS 279.355(3) and 279.359(3). ORS 279.354 must be construed together with ORS 279.355(3) and 279.359(3) in order to carry out the evident legislative purpose. We accordingly conclude that the information which you seek is not subject to disclosure.

Assuming however that the confidentiality provisions of ORS 279.355(3) and 279.359(3) should not be read into ORS 279.354, we at least have a legislative declaration that wage information as to employes of private employers is private in nature. For purposes of ORS 192.500(2)(b), such a declaration could be deemed to supersede or at least modify the "not normally shared with strangers" test set forth in *Morrison v. School District No. 48*, 53 Or App 148, 631 P2d 785 (1981) and *Turner v. Reed*, 22 Or App 177, 583 P2d 373 (1975). Even applying that test, the disclosure you request is distinguishable from the disclosure ordered in *Morrison*, *supra*, and in *Kotalski v. Mt. Hood Comm. College*, 82 Or App 452, ___ P2d ___ (1983) and *Lane County School District v. Parks*, 55 Or App 416, 637 P2d 1383 (1982). All three of those cases involved public employes. It has long been held that there is no expectation of privacy in the manner of performance of public duties. *Jensen v. Schiffman*, 24 Or App 11, 544 P2d 1048 (1976); *see New York Times Co. v. Sullivan*, 376 US 254 (1964). To this we would add that there is no expectation of privacy in the fact of employment by a public body, or in the amount of compensation received by anyone directly from public funds. So far as private employment is concerned, such expectations of privacy are *not* lost.

Information concerning the employer for whom one works is usually but not always shared with strangers, and it can make a difference in a particular case, as where the employer is a nonunion contractor involved in a dispute with unions. Information as to personal income is not ordinarily shared with strangers. One's home address is often shared with strangers, but not when the person is of an age or in employment which could result in harassment or other unreasonable invasions of privacy. Social Security numbers are recognized by the Federal Freedom of Information Act as personal in nature. All of the information you seek is "personal" in that it is about individual persons, those persons have not in effect waived expectations of privacy by becoming employes of public bodies, and those persons undoubtedly do have expectations of privacy, varying in degree, as to some or all of the information which would be disclosed.

We recognize that furnishing home addresses is rarely an unreasonable invasion of privacy. But furnishing names, home addresses, wage information and social security numbers for previously unknown persons identified by the disclosure as working for a particular employer could well be an unreasonable invasion of privacy.

The burden of showing that disclosure would not be an unreasonable invasion of privacy, or that the public interest requires disclosure notwithstanding an invasion of privacy, rests upon the requester. You have furnished no information to meet that burden.

Your petition is accordingly denied. If you wish to challenge this order, you may do so by suit filed in the Marion County Circuit Court under ORS 192.450.

Sincerely,

JOHN A. REULING, Jr.
Special Counsel
to the Attorney General

JAR:tlq
cc (w/ incoming):
H.S. Coulter, State Highway Engineer
Jack Sollis, Assistant Attorney General

9865 7-19-85 J

R.A. Hatch Co.
General Contractors
Post Office Box 6179
Bend, Oregon 97708
(503) 382-8418

OSHD 59865

Beaverton/Tigard Interchange

Attachment A

Payroll No. 52

Owner Operators

BENDER, MARVIN

J. D.'S TRUCKING
JERRY DOUTHIT

SCHAEFFER, REUBEN C.
Marvin Schaeffer

MALONE, WOODY

SCHAEFFER, REUBEN C., JR.

MATTOX, LLOYD A.

LAUER, KEN

RECEIVED
JUL 22 1985
PM APM OM

Date PAYROLL NO. 52 Paid 7-19-85 OSHD 59865 [redacted]

I, Betty Young (Name of signatory party), Payroll Clerk (Title)

do hereby state:

(1) That I pay or supervise the payment of the persons employed by ROADWAY CONSTRUCTORS, INC./R. A. HATCH CO. (Contractor or subcontractor) on the Beaverton/Tigard Interchange (Building or work) ; that during the payroll period commencing on the 7th day of July, 1985, and ending the 13th day of July, 1985, all persons employed on said project have been paid the full weekly wages earned, that no rebates have been or will be made either directly or indirectly to or on behalf of said ROADWAY CONSTRUCTORS, INC./R. A. HATCH CO. (Contractor or subcontractor) from the full weekly wages earned by any person and that no deductions have been made either directly or indirectly from the full wages earned by any person, other than permissible deductions as defined in Regulations, Part 3 (29 CFR Subtitle A), issued by the Secretary of Labor under the Copeland Act, as amended (48 Stat. 948, 63 Stat. 108, 72 Stat. 967; 76 Stat. 357; 40 U.S.C. 276c), and described below:

FWT, FICA, SWT, SAIF, *

(2) That any payrolls otherwise under this contract required to be submitted for the above period are correct and complete; that the wage rates for laborers or mechanics contained therein are not less than the applicable wage rates contained in any wage determination incorporated into the contract; that the classifications set forth therein for each laborer or mechanic conform with the work he performed.

(3) That any apprentices employed in the above period are duly registerd in a bona fide apprenticeship program registered with a State apprenticeship agency recognized by the Bureau of Apprenticeship and Training, United States Department of Labor, or if no such recognized agency exists in a State, are registered with the Bureau of Apprenticeship and Training, United States Department of Labor.

(4) That:

(a) WHERE FRINGE BENEFITS ARE PAID TO APPROVED PLANS, FUNDS, OR PROGRAMS

☒ —In addition to the basic hourly wage rates paid to each laborer or mechanic listed in the above referenced payroll, payments of fringe benefits as listed in the contract have been or will be made to appropriate programs for the benefit of such employ except as noted in Section 4(c) below.

(b) WHERE FRINGE BENEFITS ARE PAID IN CASH

☐ —Each laborer or mechanic listed in the above referenced payroll has been paid indicated on the payroll, an amount not less than the sum of the applicable b hourly wage rate plus the amount of the required fringe benefits as listed in contract, except as noted in Section 4(c) below.

(c) EXCEPTIONS

EXCEPTION (CRAFT)	EXPLANATION
	Payroll # 52
RECEIVED	7-7/7-13
JUL 22 1985	
PM APM OM	

REMARKS

*Up to 20% of total pay is contributed to employee benefit plan, remainder is paid in cash.

Certification applies to Attachment A - List of Owner Operators.

NAME AND TITLE	SIGNATURE
Betty Young, Payroll Clerk	Betty Young

THE WILLFUL FALSIFICATION OF ANY OF THE ABOVE STATEMENTS MAY SUBJECT THE CONTRACTOR O SUBCONTRACTOR TO CIVIL OR CRIMINAL PROSECUTION. SEE SECTION 1001 OF TITLE 18 AND SECTION 231 O TITLE 31 OF THE UNITED STATES CODE.

PAYROLL NO. 52 Paid 7-19-85 OSHD 59865 [redacted]

Betty Young (Name of signatory party), Payroll Clerk (Title)

ereby state:

(1) That I pay or supervise the payment of the persons employed by ROADWAY CONSTRUCTORS,
C./R. A. HATCH CO. (Contractor or subcontractor) on the Beaverton/Tigard Interchange (Building or work)
; that during the payroll period commencing on the 7th
f July, 1985, and ending the 13th day of July, 1985,
rsons employed on said project have been paid the full weekly wages earned, that no rebates
been or will be made either directly or indirectly to or on behalf of said
DWAY CONSTRUCTORS, INC./R. A. HATCH CO. (Contractor or subcontractor) from the full
y wages earned by any person and that no deductions have been made either directly or indirectly
the full wages earned by any person, other than permissible deductions as defined in
ations, Part 3 (29 CFR Subtitle A), issued by the Secretary of Labor under the Copeland Act, as
ded (48 Stat. 948, 63 Stat. 108, 72 Stat. 967; 76 Stat. 357; 40 U.S.C. 276c), and described
:

FWT, FICA, SWT, SAIF, *

2) That any payrolls otherwise under this contract required to be submitted for the above
are correct and complete; that the wage rates for laborers or mechanics contained therein are
s than the applicable wage rates contained in any wage determination incorporated into the
ct; that the classifications set forth therein for each laborer or mechanic conform with the work
formed.

) That any apprentices employed in the above period are duly registerd in a bona fide
ticeship program registered with a State apprenticeship agency recognized by the Bureau of
ticeship and Training, United States Department of Labor, or if no such recognized agency
in a State, are registered with the Bureau of Apprenticeship and Training, United States
ment of Labor.

) That:

(a) WHERE FRINGE BENEFITS ARE PAID TO APPROVED PLANS, FUNDS, OR PROGRAMS

☒ —In addition to the basic hourly wage rates paid to each laborer or mechanic listed in the above referenced payroll, payments of fringe benefits as listed in the contract have been or will be made to appropriate programs for the benefit of such employees, except as noted in Section 4(c) below.

(b) WHERE FRINGE BENEFITS ARE PAID IN CASH

☐ —Each laborer or mechanic listed in the above referenced payroll has been paid, as indicated on the payroll, an amount not less than the sum of the applicable basic hourly wage rate plus the amount of the required fringe benefits as listed in the contract, except as noted in Section 4(c) below.

(c) EXCEPTIONS

EXCEPTION (CRAFT)	EXPLANATION
RECEIVED	Payroll # 52
JUL 22 1985	7-7/7-13
PM APM OM	

REMARKS

*Up to 20% of total pay is contributed to employee benefit plan, remainder is paid in cash.

Certification applies to Attachment A - List of Owner Operators.

NAME AND TITLE	SIGNATURE
Betty Young, Payroll Clerk	Betty Young

THE WILLFUL FALSIFICATION OF ANY OF THE ABOVE STATEMENTS MAY SUBJECT THE CONTRACTOR OR SUBCONTRACTOR TO CIVIL OR CRIMINAL PROSECUTION. SEE SECTION 1001 OF TITLE 18 AND SECTION 231 OF TITLE 31 OF THE UNITED STATES CODE.

U.S. GOVERNMENT PRINTING OFFICE : 1979—O-256-930

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085 R.A. HATCH CO.          C E R T I F I E D   P A Y R O L L              PERIOD ENDING    7/13/85            P85208  PA

    JOB 59865 -  BEAVERTON/TIGARD INT

                              CLASS     SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL  RATE     AMT    FRNG    AMT      ** ALL J
PAYE, RICK D.                 TE06 F S        4.00  4.00  3.00  4.00  3.00        18.00  15.840  285.12 4.190   75.42   GROSS   9
7472 WITZEL ROAD SE           TE06 F O              2.00                           2.00  23.760   47.52 4.190    8.38   FICA
                                                         TOTAL FOR THIS EMPLOYEE, THIS JOB       332.64         83.80   FWT     1
TURNER, OR                                                                                                              SWT
543-62-2971                                                                                                             SAIF
                                                                                                                        OTHER
                                                                                                                        PLAN    1
                                                                                                                        NET     4

                              CLASS     SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL  RATE     AMT    FRNG    AMT      ** ALL J
WEATHERS, GARY L.             OE01   S              1.00                           1.00  15.000   15.00 5.050    5.05   GROSS   9
205 SE WILSON                 OE01   O              1.00                           1.00  22.500   22.50 5.050    5.05   FICA
                                                         TOTAL FOR THIS EMPLOYEE, THIS JOB        37.50         10.10   FWT     16
BEND, OR                                                                                                                SWT
541-58-8385                                                                                                             SAIF
                                                                                                                        OTHER
                                                                                                                        PLAN    1
                                                                                                                        NET     5

                              CLASS     SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL  RATE     AMT    FRNG    AMT      ** ALL J
STEWART, ROBERT D.            LA01   S        1.00  1.00        1.00  1.00         4.00  12.840   51.36 5.010   20.04   GROSS  12
5920 NE FLANDERS              LA01   O         .50  1.00   .50   .50  1.50         4.00  19.260   77.04 5.010   20.06   FICA
                              OE07   S        7.00  7.00  1.00        1.50        16.50  15.740  259.71 5.050   83.33   FWT     1
PORTLAND, OR                  OE07   O        2.00  1.00                           3.00  23.610   70.83 5.050   15.15   SWT
392-48-2457                   OE13   S                    7.00  7.00  5.50        19.50  16.250  316.88 5.050   98.47   SAIF
                              OE13   O                    1.00  1.00  1.00   4.00  7.00  24.375  170.64 5.050   35.36   OTHER
                                                         TOTAL FOR THIS EMPLOYEE, THIS JOB       946.46        272.41   PLAN    2
                                                                                                                        NET     6

                              CLASS     SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL  RATE     AMT    FRNG    AMT      ** ALL J
DURFEE, WILLIAM B.            LA01   S         .50                                  .50  12.840    6.42 5.010    2.51   GROSS   9
P. O. BOX 827                 LA01   O                           .50   .50         1.00  19.260   19.26 5.010    5.02   FICA
                              OE07   S                    6.00                     6.00  15.740   94.44 5.050   30.30   FWT     17
CROOKED RIVER RANCH, OR       OE09   S        1.00                                 1.00  15.960   15.96 5.050    5.05   SWT
541-76-7665                   OE12   S        6.50  8.00  2.00  8.00  8.00        32.50  16.150  524.88 5.050  164.13   SAIF
                              TE04   O                          2.00               2.00  22.260   44.52 4.190    8.38   OTHER
                                                         TOTAL FOR THIS EMPLOYEE, THIS JOB       705.48        215.39   PLAN    1
                                                                                                                        NET     4

                                                                            SAT  TOTAL  RATE     AMT    FRNG    AMT      ** ALL J
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     C E R T I F I E D   P A Y R O L L              PERIOD ENDING    7/13/85          P85208  PAGE  43

BEAVERTON/TIGARD INT

     CLASS      SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL  RATE     AMT   FRNG    AMT     ** ALL  JOBS **
     TE06 F S        4.00  4.00  3.00  4.00  3.00        18.00  15.840  285.12 4.190   75.42  GROSS    904.66
E    TE06 F O              2.00                           2.00  23.760   47.52 4.190    8.38  FICA      50.14
                                  TOTAL FOR THIS EMPLOYEE, THIS JOB     332.64          83.80  FWT      116.23
                                                                                              SWT       49.00
                                                                                              SAIF        .70
                                                                                              OTHER
                                                                                              PLAN     193.51
                                                                                              NET      495.08

     CLASS      SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL  RATE     AMT   FRNG    AMT     ** ALL  JOBS **
     OE01    S             1.00                           1.00  15.000   15.00 5.050    5.05  GROSS    998.62
     OE01    O             1.00                           1.00  22.500   22.50 5.050    5.05  FICA      57.16
                                  TOTAL FOR THIS EMPLOYEE, THIS JOB      37.50          10.10  FWT      167.24
                                                                                              SWT       66.00
                                                                                              SAIF        .70
                                                                                              OTHER
                                                                                              PLAN     187.87
                                                                                              NET      519.65

     CLASS      SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL  RATE     AMT   FRNG    AMT     ** ALL  JOBS **
     LA01    S       1.00  1.00        1.00  1.00         4.00  12.840   51.36 5.010   20.04  GROSS   1218.87
     LA01    O        .50  1.00   .50   .50  1.50         4.00  19.260   77.04 5.010   20.06  FICA      66.73
     OE07    S       7.00  7.00  1.00        1.50        16.50  15.740  259.71 5.050   83.33  FWT      199.22
     OE07    O       2.00  1.00                           3.00  23.610   70.83 5.050   15.15  SWT       76.00
     OE13    S                   7.00  7.00  5.50        19.50  16.250  316.88 5.050   98.47  SAIF        .84
     OE13    O                   1.00  1.00  1.00  4.00   7.00  24.375  170.64 5.050   35.36  OTHER
                                  TOTAL FOR THIS EMPLOYEE, THIS JOB     946.46         272.41  PLAN     272.41
                                                                                              NET      603.67

     CLASS      SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL  RATE     AMT   FRNG    AMT     ** ALL  JOBS **
     LA01    S        .50                                  .50  12.840    6.42 5.010    2.51  GROSS    920.87
     LA01    O                          .50   .50         1.00  19.260   19.26 5.010    5.02  FICA      51.94
     OE07    S                   6.00                     6.00  15.740   94.44 5.050   30.30  FWT      170.31
CH, OR  OE09 S       1.00                                 1.00  15.960   15.96 5.050    5.05  SWT       59.00
     OE12    S       6.50  8.00  2.00  8.00  8.00        32.50  16.150  524.88 5.050  164.13  SAIF        .70
     TE04    O                         2.00               2.00  22.260   44.52 4.190    8.38  OTHER
                                  TOTAL FOR THIS EMPLOYEE, THIS JOB     705.48         215.39  PLAN     184.17
                                                                                              NET      454.75

                                                    SAT  TOTAL  RATE     AMT   FRNG    AMT     ** ALL  JOBS **
                                  CLASS     SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL   RATE      AMT   FRNG    AMT      **
DICKINSON, ROGER J.               LA01  S        3.00  2.00  1.00  1.00  1.00          8.00  12.840   102.72 5.010   40.08   GROS
19025 SW BLAMON COURT             LA01  O        1.00  2.00         .50  1.50          5.00  19.260    96.30 5.010   25.06   FICA
                                  OE07  S        5.00  6.00  7.00  7.00  7.00         32.00  15.740   503.68 5.050  161.60   FWT
ALOHA, OR                         OE07  O        1.50        1.50  1.00  1.00          5.00  23.610   118.06 5.050   25.26   SWT
542-68-1842                                                  TOTAL FOR THIS EMPLOYEE, THIS JOB        820.76        252.00   SAIF
                                                                                                                             OTHE
                                                                                                                             PLAN
                                                                                                                             NET
                                  CLASS     SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL   RATE      AMT   FRNG    AMT      ** A




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                                  CLASS     SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL   RATE      AMT   FRNG    AMT      ** A
GIFFORD, RAY A.                   OE13  S        8.00  8.00  8.00  8.00  8.00         40.00  16.250   650.00 5.050  202.01   GROSS
146 D STREET                      OE13  O              .50         .50                 1.00  24.375    24.38 5.050    5.05   FICA
                                                             TOTAL FOR THIS EMPLOYEE, THIS JOB        674.38        207.06   FWT
WOODBURN, OR                                                                                                                 SWT
471-58-2018                                                                                                                  SAIF
                                                                                                                             OTHER
                                                                                                                             PLAN
                                                                                                                             NET
                                  CLASS     SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL   RATE      AMT   FRNG    AMT      ** A
OSTROM, RICHARD C.                LA02  S        8.00  8.00  8.00  8.00  8.00         40.00  13.190   527.60 5.010  200.40   GROSS
4757 REBECCA STREET N.E.          LA02  O                                .50            .50  19.785     9.89 5.010    2.51   FICA
                                                             TOTAL FOR THIS EMPLOYEE, THIS JOB        537.49        202.91   FWT
SALEM, OR                                                                                                                    SWT
544-50-3802                                                                                                                  SAIF
                                                                                                                             OTHER
                                                                                                                             PLAN
                                                                                                                             NET
                                  CLASS     SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL   RATE      AMT   FRNG    AMT      ** A
SHANNON, GERALD T.                OE01  S                          2.00                2.00  15.000    30.00 5.050   10.10   GROSS
2121 N.W. 11TH                    TE04  S        2.00        2.00                      4.00  14.840    59.36 4.190   16.76   FICA
                                  TE04  O              2.00  1.00                      3.00  22.260    66.78 4.190   12.57   FWT
REDMOND, OR                                                  TOTAL FOR THIS EMPLOYEE, THIS JOB
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              CLASS      SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL  RATE      AMT  FRNG    AMT     ** ALL JOBS **
R J.          LA01   S        3.00  2.00  1.00  1.00  1.00        8.00  12.840  102.72 5.010   40.08   GROSS  1072.76
 COURT        LA01   O        1.00  2.00         .50  1.50        5.00  19.260   96.30 5.010   25.06   FICA     60.50
              OE07   S        5.00  6.00  7.00  7.00  7.00       32.00  15.740  503.68 5.050  161.60   FWT     215.27
              OE07   O        1.50        1.50  1.00  1.00        5.00  23.610  118.06 5.050   25.26   SWT      65.00
                                          TOTAL FOR THIS EMPLOYEE, THIS JOB     820.76        252.00   SAIF       .70
                                                                                                       OTHER
                                                                                                       PLAN    214.55
                                                                                                       NET     516.74

              CLASS      SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL  RATE      AMT  FRNG    AMT     ** ALL JOBS **




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              CLASS      SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL  RATE      AMT  FRNG    AMT     ** ALL JOBS **
              OE13   S        8.00  8.00  8.00  8.00  8.00       40.00  16.250  650.00 5.050  202.01   GROSS   881.44
              OE13   O               .50         .50              1.00  24.375   24.38 5.050    5.05   FICA     47.54
                                          TOTAL FOR THIS EMPLOYEE, THIS JOB     674.38        207.06   FWT     100.34
                                                                                                       SWT      44.00
                                                                                                       SAIF       .70
                                                                                                       OTHER
                                                                                                       PLAN    207.06
                                                                                                       NET     481.80

              CLASS      SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL  RATE      AMT  FRNG    AMT     ** ALL JOBS **
 C.           LA02   S        8.00  8.00  8.00  8.00  8.00       40.00  13.190  527.60 5.010  200.40   GROSS   740.40
REET N.E.     LA02   O                               .50           .50  19.785    9.89 5.010    2.51   FICA     41.76
                                          TOTAL FOR THIS EMPLOYEE, THIS JOB     537.49        202.91   FWT      94.34
                                                                                                       SWT      42.00
                                                                                                       SAIF       .70
                                                                                                       OTHER
                                                                                                       PLAN    148.08
                                                                                                       NET     413.52

              CLASS      SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL  RATE      AMT  FRNG    AMT     ** ALL JOBS **
 T.           OE01   S                          2.00              2.00  15.000   30.00 5.050   10.10   GROSS   963.16
              TE04   S        2.00        2.00                    4.00  14.840   59.36 4.190   16.76   FICA     53.22
              TE04   O              2.00  1.00                    3.00  22.260   66.78 4.190   12.57   FWT     122.89
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                                    CLASS      SUN  MON    TUE    WED    THU    FRI    SAT   TOTAL   RATE       AMT   FRNG     AMT      ** AL
SHANNON, GERALD T.                  OE01   S                             2.00                  2.00  15.000     30.00  5.050   10.10    GROSS
2121 N.W. 11TH                      TE04   S        2.00          2.00                         4.00  14.840     59.36  4.190   16.76    FICA
                                    TE04   O              2.00    1.00                         3.00  22.260     66.78  4.190   12.57    FWT
REDMOND, OR                                                       TOTAL FOR THIS EMPLOYEE, THIS JOB            156.14           39.43    SWT
542-76-4498                                                                                                                              SAIF
                                                                                                                                         OTHER
                                                                                                                                         PLAN
                                                                                                                                         NET

                                    CLASS      SUN  MON    TUE    WED    THU    FRI    SAT   TOTAL   RATE       AMT   FRNG     AMT      ** AL
WILSON, DAVID W.                    LA01   S               .50                                  .50  12.840      6.42  5.010    2.51    GROSS
1211 W POWELL                       OE09   S        8.00  5.00                                13.00  15.960    207.48  5.050   65.65    FICA
                                    OE09   O                                          3.00     3.00  23.940     71.82  5.050   15.15    FWT
GRESHAM, OR                         OE13   S                                   5.00            5.00  16.250     81.25  5.050   25.25    SWT
541-64-0808                         OE15   S                      8.00   8.00  3.00           19.00  16.670    316.73  5.050   95.95    SAIF
                                    OE15   O                                          1.00     1.00  25.005     25.01  5.050    5.05    OTHER
                                                                  TOTAL FOR THIS EMPLOYEE, THIS JOB            708.71          209.56    PLAN
                                                                                                                                         NET

                                    CLASS      SUN  MON    TUE    WED    THU    FRI    SAT   TOTAL   RATE       AMT   FRNG     AMT      ** ALL
JOHANSON, JAMES F.                  CA04 F S        3.00  6.00    3.00   5.00  5.00           22.00  18.650    410.30  4.020   88.44    GROSS
8910 SE 72ND                        CA04 F O                             3.50                  3.50  27.975     97.91  4.020   14.07    FICA
                                                                  TOTAL FOR THIS EMPLOYEE, THIS JOB            508.21          102.51    FWT
PORTLAND, OR                                                                                                                             SWT
542-34-2114                                                                                                                              SAIF
                                                                                                                                         OTHER
                                                                                                                                         PLAN
                                                                                                                                         NET

                                    CLASS      SUN  MON    TUE    WED    THU    FRI    SAT   TOTAL   RATE       AMT   FRNG     AMT      ** ALL




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                                    CLASS      SUN  MON    TUE    WED    THU    FRI    SAT   TOTAL   RATE       AMT   FRNG     AMT      ** ALL
EATON, DENNIS G.                    CA01   S        8.00  8.00    8.00   8.00  8.00           40.00  16.310    652.40  4.020  160.80    GROSS
21765 S. MCKENZIE LANE              CA01   O         .50                 3.50                  4.00  24.465     97.86  4.020   16.08    FICA
                                                                  TOTAL FOR THIS EMPLOYEE, THIS JOB            750.26          176.88    FWT
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             CLASS       SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL   RATE      AMT  FRNG    AMT     ** ALL JOBS **
 T.          OE01   S                           2.00                2.00  15.000    30.00 5.050   10.10   GROSS    963.16
             TE04   S          2.00        2.00                     4.00  14.840    59.36 4.190   16.76   FICA      53.22
             TE04   O                2.00  1.00                     3.00  22.260    66.78 4.190   12.57   FWT      122.89
                                           TOTAL FOR THIS EMPLOYEE, THIS JOB       156.14         39.43   SWT       51.00
                                                                                                          SAIF        .70
                                                                                                          OTHER
                                                                                                          PLAN     208.22
                                                                                                          NET      527.13

             CLASS       SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL   RATE      AMT  FRNG    AMT     ** ALL JOBS **
             LA01   S                 .50                            .50  12.840     6.42 5.010    2.51   GROSS    918.27
             OE09   S          8.00  5.00                          13.00  15.960   207.48 5.050   65.65   FICA      51.79
             OE09   O                                        3.00   3.00  23.940    71.82 5.050   15.15   FWT      111.60
             OE13   S                                  5.00         5.00  16.250    81.25 5.050   25.25   SWT       47.00
             OE15   S                      8.00  8.00  3.00        19.00  16.670   316.73 5.050   95.95   SAIF        .84
             OE15   O                                        1.00   1.00  25.005    25.01 5.050    5.05   OTHER
                                           TOTAL FOR THIS EMPLOYEE, THIS JOB       708.71        209.56   PLAN     183.65
                                                                                                          NET      523.39

             CLASS       SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL   RATE      AMT  FRNG    AMT     ** ALL JOBS **
 F.          CA04 F S          3.00  6.00  3.00  5.00  5.00        22.00  18.650   410.30 4.020   88.44   GROSS   1006.18
             CA04 F O                            3.50               3.50  27.975    97.91 4.020   14.07   FICA      59.50
                                           TOTAL FOR THIS EMPLOYEE, THIS JOB       508.21        102.51   FWT      217.38
                                                                                                          SWT       72.00
                                                                                                          SAIF        .70
                                                                                                          OTHER
                                                                                                          PLAN     162.27
                                                                                                          NET      494.33

             CLASS       SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL   RATE      AMT  FRNG    AMT     ** ALL JOBS **




 CO.           C E R T I F I E D   P A Y R O L L            PERIOD ENDING    7/13/85             P85208  PAGE  45

  -  BEAVERTON/TIGARD INT

             CLASS       SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL   RATE      AMT  FRNG    AMT     ** ALL JOBS **
 .           CA01   S          8.00  8.00  8.00  8.00  8.00        40.00  16.310   652.40 4.020  160.80   GROSS    927.14
IE LANE      CA01   O           .50              3.50               4.00  24.465    97.86 4.020   16.08   FICA      52.89
                                           TOTAL FOR THIS EMPLOYEE, THIS JOB       750.26        176.88   FWT      147.27
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085 R.A. HATCH CO.           C E R T I F I E D   P A Y R O L L               PERIOD ENDING    7/13/85            P85208
      JOB 59865 -  BEAVERTON/TIGARD INT

                              CLASS     SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL  RATE      AMT  FRNG    AMT     ** AL
EATON, DENNIS G.              CA01   S        8.00  8.00  8.00  8.00  8.00        40.00  16.310  652.40 4.020 160.80   GROSS
21765 S. MCKENZIE LANE        CA01   O         .50              3.50               4.00  24.465   97.86 4.020  16.08   FICA
                                                    TOTAL FOR THIS EMPLOYEE, THIS JOB          750.26        176.88   FWT
ESTACADA, OR                                                                                                          SWT
537-38-6696                                                                                                           SAIF
                                                                                                                      OTHER
                                                                                                                      PLAN
                                                                                                                      NET

                              CLASS     SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL  RATE      AMT  FRNG    AMT     ** AL
EDGERLY, DONOVAN J.           CA01 F S        3.00  8.00  6.00  3.00  8.00        28.00  17.160  480.48 4.020 112.56   GROSS
7757 S.E. CYPRESS             CA01 F O                      3.50                   3.50  25.740   90.09 4.020  14.07   FICA
                                                    TOTAL FOR THIS EMPLOYEE, THIS JOB          570.57        126.63   FWT
MILWAUKIE, OR                                                                                                         SWT
541-48-1403                                                                                                           SAIF
                                                                                                                      OTHER
                                                                                                                      PLAN
                                                                                                                      NET

                              CLASS     SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL  RATE      AMT  FRNG    AMT     ** AL
HASZ, STEVEN H.               CA01   S              8.00  6.00  3.00  8.00        25.00  16.310  407.75 4.020 100.50   GROSS
11295 SE PINE COURT           CA01   O                          3.50               3.50  24.465   85.63 4.020  14.07   FICA
                              CA01 F S        8.00                                 8.00  17.160  137.28 4.020  32.16   FWT
P[illegible]RTLAND, OR        CA01 F O         .50                                  .50  25.740   12.87 4.020   2.01   SWT
350-50-3867                                         TOTAL FOR THIS EMPLOYEE, THIS JOB          643.53        148.74   SAIF
                                                                                                                      OTHER
                                                                                                                      PLAN
                                                                                                                      NET

                              CLASS     SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL  RATE      AMT  FRNG    AMT     ** AL
ALLISON, MARK J.              OE01   S        7.00  8.00  5.00  6.00  8.00        34.00  15.000  510.00 5.050 171.70   GROSS
2087 SW HELMHOLTZ             OE01   O        1.00        1.00  3.50  4.00         9.50  22.500  213.75 5.050  47.98   FICA
                              OE09   O                     .50                      .50  23.940   11.97 5.050   2.53   FWT
REDMOND, OR                   TE04   O        1.50                                 1.50  22.260   33.39 4.190   6.29   SWT
543-64-7389                                         TOTAL FOR THIS EMPLOYEE, THIS JOB          769.11        228.50   SAIF
                                                                                                                      OTHER
                                                                                                                      PLAN
                                                                                                                      NET

                              CLASS     SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL  RATE      AMT  FRNG    AMT     ** AL
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 CO.        C E R T I F I E D   P A Y R O L L            PERIOD ENDING    7/13/85          P85208  PAGE  45
 -  BEAVERTON/TIGARD INT

               CLASS       SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL   RATE     AMT   FRNG    AMT      ** ALL  JOBS **
S.             CA01    S         8.00  8.00  8.00  8.00  8.00        40.00  16.310  652.40 4.020 160.80    GROSS    927.14
IE LANE        CA01    O          .50              3.50               4.00  24.465   97.86 4.020  16.08    FICA      52.89
                                            TOTAL FOR THIS EMPLOYEE, THIS JOB       750.26        176.88    FWT      147.27
                                                                                                          SWT       59.00
                                                                                                          SAIF        .70
                                                                                                          OTHER
                                                                                                          PLAN     176.88
                                                                                                          NET      490.40

               CLASS       SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL   RATE     AMT   FRNG    AMT      ** ALL  JOBS **
N J.           CA01 F S          3.00  8.00  6.00  3.00  8.00        28.00  17.160  480.48 4.020 112.56    GROSS    839.72
ESS            CA01 F O                            3.50               3.50  25.740   90.09 4.020  14.07    FICA      48.63
                                            TOTAL FOR THIS EMPLOYEE, THIS JOB       570.57        126.63    FWT      121.47
                                                                                                          SWT       50.00
                                                                                                          SAIF        .70
                                                                                                          OTHER
                                                                                                          PLAN     149.87
                                                                                                          NET      469.05

               CLASS       SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL   RATE     AMT   FRNG    AMT      ** ALL  JOBS **
               CA01    S               8.00  6.00  3.00  8.00        25.00  16.310  407.75 4.020 100.50    GROSS    928.84
OURT           CA01    O                           3.50               3.50  24.465   85.63 4.020  14.07    FICA      53.36
               CA01 F S          8.00                                 8.00  17.160  137.28 4.020  32.16    FWT      149.45
               CA01 F O           .50                                  .50  25.740   12.87 4.020   2.01    SWT       60.00
                                            TOTAL FOR THIS EMPLOYEE, THIS JOB       643.53        148.74    SAIF        .70
                                                                                                          OTHER
                                                                                                          PLAN     171.98
                                                                                                          NET      493.35

               CLASS       SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL   RATE     AMT   FRNG    AMT      ** ALL  JOBS **
.              OE01    S         7.00  8.00  5.00  6.00  8.00        34.00  15.000  510.00 5.050 171.70    GROSS   1245.44
LTZ            OE01    O         1.00        1.00  3.50  4.00         9.50  22.500  213.75 5.050  47.98    FICA      69.38
               OE09    O                      .50                      .50  23.940   11.97 5.050   2.53    FWT      191.44
               TE04    O         1.50                                 1.50  22.260   33.39 4.190   6.29    SWT       74.00
                                            TOTAL FOR THIS EMPLOYEE, THIS JOB       769.11        228.50    SAIF        .84
                                                                                                          OTHER
                                                                                                          PLAN     261.33
                                                                                                          NET      648.45

               CLASS       SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL   RATE     AMT   FRNG    AMT      ** ALL  JOBS **
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                          CLASS      SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL   RATE     AMT   FRNG    AMT     ** AL
ALLISON, MARK J.          OE01   S        7.00  8.00  5.00  6.00  8.00        34.00  15.000  510.00 5.050  171.70   GROSS
2087 SW HELMHOLTZ         OE01   O        1.00        1.00  3.50  4.00         9.50  22.500  213.75 5.050   47.98   FICA
                          OE09   O                     .50                      .50  23.940   11.97 5.050    2.53   FWT
REDMOND, OR               TE04   O        1.50                                 1.50  22.260   33.39 4.190    6.29   SWT
543-64-7389                                  TOTAL FOR THIS EMPLOYEE, THIS JOB           769.11        228.50   SAIF
                                                                                                                OTHER
                                                                                                                PLAN
                                                                                                                NET

                          CLASS      SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL   RATE     AMT   FRNG    AMT     ** AL
COSNER, ROBERT S.         LA01   S T      8.00  5.00  8.00  8.00  7.50        36.50   7.700  281.05 5.010  182.88   GROSS
667 NE 178TH ST.          LA01   O T      1.00               .50   .50         2.00  11.550   23.11 5.010   10.01   FICA
PINE SQUARE APT.          OE09   S              3.00               .50         3.50  15.960   55.86 5.050   17.68   FWT
PORTLAND, OR                                 TOTAL FOR THIS EMPLOYEE, THIS JOB           360.02        210.57   SWT
541-94-2732                                                                                                     SAIF
                                                                                                                OTHER
                                                                                                                PLAN
                                                                                                                NET

                          CLASS      SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL   RATE     AMT   FRNG    AMT     ** ALL



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   JOB 59865 -  BEAVERTON/TIGARD INT

                          CLASS      SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL   RATE     AMT   FRNG    AMT     ** ALL
ROBINETT, WILLARD L.      OE09 F S        8.00  6.00  8.00  8.00  8.00        38.00  16.810  638.80 5.050  191.91   GROSS
RT. 3, BOX 372            OE09 F O        1.50        2.00  2.50  3.00  4.00  13.00  25.215  327.81 5.050   65.67   FICA
                                             TOTAL FOR THIS EMPLOYEE, THIS JOB           966.61        257.58   FWT
KLAMATH FALLS, OR                                                                                               SWT
541-38-3278                                                                                                     SAIF
                                                                                                                OTHER
                                                                                                                PLAN
                                                                                                                NET

                          CLASS      SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL   RATE     AMT   FRNG    AMT     ** ALL
STEELE, SCOTT T.          CA01   S T      8.00  8.00  8.00  8.00  8.00        40.00   9.790  391.60 4.020  160.80   GROSS
235 NW DELAWARE AVENUE    CA01   O T      1.00               .50               1.50  14.685   22.03 4.020    6.03   FICA
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J.         CLASS       SUN   MON    TUE    WED    THU    FRI      SAT   TOTAL    RATE      AMT    FRNG     AMT     ** ALL JOBS **
LTZ        OE01   S          7.00   8.00   5.00   6.00   8.00           34.00   15.000   510.00  5.050  171.70    GROSS   1245.44
           OE01   O          1.00          1.00   3.50   4.00            9.50   22.500   213.75  5.050   47.98    FICA      69.38
           OE09   O                         .50                           .50   23.940    11.97  5.050    2.53    FWT      191.44
           TE04   O          1.50                                        1.50   22.260    33.39  4.190    6.29    SWT       74.00
                                   TOTAL FOR THIS EMPLOYEE, THIS JOB                     769.11         228.50    SAIF        .84
                                                                                                                   OTHER
                                                                                                                   PLAN     261.33
                                                                                                                   NET      648.45

           CLASS       SUN   MON    TUE    WED    THU    FRI      SAT   TOTAL    RATE      AMT    FRNG     AMT     ** ALL JOBS **
S.         LA01   S T        8.00   5.00   8.00   8.00   7.50           36.50    7.700   281.05  5.010  182.88    GROSS    570.59
"          LA01   O T        1.00                  .50    .50            2.00   11.550    23.11  5.010   10.01    FICA      32.18
"          OE09   S                 3.00                  .50            3.50   15.960    55.86  5.050   17.68    FWT       78.40
                                   TOTAL FOR THIS EMPLOYEE, THIS JOB                     360.02         210.57    SWT       33.00
                                                                                                                   SAIF        .70
                                                                                                                   OTHER
                                                                                                                   PLAN     114.12
                                                                                                                   NET      312.19

           CLASS       SUN   MON    TUE    WED    THU    FRI      SAT   TOTAL    RATE      AMT    FRNG     AMT     ** ALL JOBS **




CO.           C E R T I F I E D   P A Y R O L L                PERIOD ENDING     7/13/85                P85208   PAGE  46
  BEAVERTON/TIGARD INT

           CLASS       SUN   MON    TUE    WED    THU    FRI      SAT   TOTAL    RATE      AMT    FRNG     AMT     ** ALL JOBS **
D L.       OE09 F S          8.00   6.00   8.00   8.00   8.00           38.00   16.810   638.80  5.050  191.91    GROSS   1224.19
           OE09 F O          1.50          2.00   2.50   3.00     4.00  13.00   25.215   327.81  5.050   65.67    FICA      68.15
R                                  TOTAL FOR THIS EMPLOYEE, THIS JOB                     966.61         257.58    FWT      206.67
                                                                                                                   SWT       78.00
                                                                                                                   SAIF        .84
                                                                                                                   OTHER
                                                                                                                   PLAN     257.58
                                                                                                                   NET      612.95

           CLASS       SUN   MON    TUE    WED    THU    FRI      SAT   TOTAL    RATE      AMT    FRNG     AMT     ** ALL JOBS **
           CA01   S T        8.00   8.00   8.00   8.00   8.00           40.00    9.790   391.60  4.020  160.80    GROSS    580.46
VENUE      CA01   O T        1.00                  .50                   1.50   14.685    22.03  4.020    6.03    FICA      29.16
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                               CLASS      SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL   RATE      AMT   FRNG    AMT     ** AL
STEELE, SCOTT T.               CA01   S T       8.00  8.00  8.00  8.00  8.00       40.00   9.790   391.60 4.020 160.80    GROSS
235 NW DELAWARE AVENUE         CA01   O T       1.00              .50               1.50  14.685    22.03 4.020   6.03    FICA
                                                            TOTAL FOR THIS EMPLOYEE, THIS JOB      413.63       166.83    FWT
BEND, OR                                                                                                                  SWT
541-90-4543                                                                                                               SAIF
                                                                                                                          OTHER
                                                                                                                          PLAN
                                                                                                                          NET

                               CLASS      SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL   RATE      AMT   FRNG    AMT     ** AL
NITSON, DEE MELINDA            FL01   S         8.00  8.00  7.50  7.50  7.50       38.50   5.000   192.50                 GROSS
27246 S PRIMROSE PATH          FL01   O                            .50   .50        1.00   7.500     7.50                 FICA
                               LA01   S                            .50   .50        1.00  12.840    12.84 5.010   5.02    FWT
CANBY, OR                                                   TOTAL FOR THIS EMPLOYEE, THIS JOB      212.84         5.02    SWT
5[illegible]-58-7445                                                                                                      SAIF
                                                                                                                          OTHER
                                                                                                                          PLAN
                                                                                                                          NET

                               CLASS      SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL   RATE      AMT   FRNG    AMT     ** AL
HORTON, DAVID E.               OE01   O                           1.00              1.00  22.500    22.50 5.050   5.05    GROSS
19366 MOHAWK ROAD                                           TOTAL FOR THIS EMPLOYEE, THIS JOB       22.50         5.05    FICA
                                                                                                                          FWT
BEND, OR                                                                                                                  SWT
549-53-0729                                                                                                               SAIF
                                                                                                                          OTHER
                                                                                                                          PLAN
                                                                                                                          NET

                               CLASS      SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL   RATE      AMT   FRNG    AMT     ** AL
BECKOFF, ROBERT A.             OE09   S         8.00  8.00  8.00  8.00  8.00       40.00  15.960   638.40 5.050 202.00    GROSS
[illegible]X 306                                            TOTAL FOR THIS EMPLOYEE, THIS JOB      638.40       202.00    FICA
                                                                                                                          FWT
BRIGHTWOOD, OR                                                                                                            SWT
540-22-1822                                                                                                               SAIF
                                                                                                                          OTHER
                                                                                                                          PLAN
                                                                                                                          NET

                               CLASS      SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL   RATE      AMT   FRNG    AMT     ** AL
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               CLASS     SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL  RATE     AMT   FRNG   AMT     ** ALL JOBS **
.             CA01   S T       8.00  8.00  8.00  8.00  8.00       40.00    9.790 391.60 4.020 160.80  GROSS    580.46
 AVENUE       CA01   O T       1.00              .50              1.50   14.685  22.03 4.020   6.03  FICA      29.16
                                           TOTAL FOR THIS EMPLOYEE, THIS JOB     413.63       166.83  FWT       67.69
                                                                                                      SWT       30.00
                                                                                                      SAIF        .70
                                                                                                      OTHER
                                                                                                      PLAN     166.83
                                                                                                      NET      286.08

               CLASS     SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL  RATE     AMT   FRNG   AMT     ** ALL JOBS **
INDA          FL01   S         8.00  8.00  7.50  7.50  7.50       38.50    5.000 192.50               GROSS    217.86
E PATH        FL01   O                          .50   .50        1.00    7.500   7.50               FICA      15.01
              LA01   S                          .50   .50        1.00   12.840  12.84 5.010   5.02  FWT       14.97
                                           TOTAL FOR THIS EMPLOYEE, THIS JOB     212.84         5.02  SWT       10.00
                                                                                                      SAIF        .70
                                                                                                      OTHER
                                                                                                      PLAN       5.02
                                                                                                      NET      172.16

               CLASS     SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL  RATE     AMT   FRNG   AMT     ** ALL JOBS **
.             OE01   O                         1.00              1.00   22.500  22.50 5.050   5.05  GROSS   1004.30
AD                                         TOTAL FOR THIS EMPLOYEE, THIS JOB      22.50         5.05  FICA      54.41
                                                                                                      FWT      147.79
                                                                                                      SWT       59.00
                                                                                                      SAIF        .70
                                                                                                      OTHER
                                                                                                      PLAN     232.47
                                                                                                      NET      509.93

               CLASS     SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL  RATE     AMT   FRNG   AMT     ** ALL JOBS **
 A.           OE09   S         8.00  8.00  8.00  8.00  8.00       40.00   15.960 638.40 5.050 202.00  GROSS    840.40
                                           TOTAL FOR THIS EMPLOYEE, THIS JOB     638.40       202.00  FICA      47.40
                                                                                                      FWT      110.96
                                                                                                      SWT       47.00
                                                                                                      SAIF        .70
                                                                                                      OTHER
                                                                                                      PLAN     168.08
                                                                                                      NET      466.26

               CLASS     SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL  RATE     AMT   FRNG   AMT     ** ALL JOBS **
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085 R.A. HATCH CO.          C E R T I F I E D   P A Y R O L L             PERIOD ENDING    7/13/85             P85208

     JOB 59865 -  BEAVERTON/TIGARD INT

                         CLASS      SUN    MON    TUE    WED    THU    FRI    SAT  TOTAL    RATE      AMT  FRNG     AMT  ** ALL
HANNAN, ROBERT M.        CA01  S          1.00   4.00   3.00   8.00   8.00          24.00  16.310   391.44 4.020   96.48  GROSS
4244 E BURNSIDE          CA01  O                               3.50                  3.50  24.465    85.63 4.020   14.07  FICA
                         OE09  S          1.00   4.00   5.00                        10.00  15.960   159.60 5.050   50.50  FWT
PORTLAND, OR             OE09  O           .50                                        .50  23.940    11.97 5.050    2.53  SWT
541-68-3117              OE13  S          6.00                                       6.00  16.250    97.50 5.050   30.30  SAIF
                                                          TOTAL FOR THIS EMPLOYEE, THIS JOB        746.14        193.88  OTHER
                                                                                                                         PLAN
                                                                                                                         NET

                         CLASS      SUN    MON    TUE    WED    THU    FRI    SAT  TOTAL    RATE      AMT  FRNG     AMT  ** ALL
BROWN, WILLIAM D.        LA01  O                          .50                         .50  19.260     9.63 5.010    2.51  GROSS
1350 HOOD STREET SE      LA03  S          8.00   7.50   8.00   6.00   7.00          36.50  13.490   492.39 5.010  182.87  FICA
                         LA03  O          1.00                                       1.00  20.235    20.24 5.010    5.01  FWT
ALBANY, OR               OE07  S                               2.00                  2.00  15.740    31.48 5.050   10.10  SWT
543-70-3439                                               TOTAL FOR THIS EMPLOYEE, THIS JOB        553.74        200.49  SAIF
                                                                                                                         OTHER
                                                                                                                         PLAN
                                                                                                                         NET

                         CLASS      SUN    MON    TUE    WED    THU    FRI    SAT  TOTAL    RATE      AMT  FRNG     AMT  ** ALL
WILLIAMS, KERRY D.       LA01  S          1.00    .50   2.00                         3.50  12.840    44.94 5.010   17.54  GROSS
1515 NE HALE PLACE       LA01  O           .50                                        .50  19.260     9.63 5.010    2.51  FICA
                         OE03  S          1.00                                       1.00  15.330    15.33 5.050    5.05  FWT
GRESHAM, OR              OE04  S                        1.00                         1.00  15.530    15.53 5.050    5.05  SWT
5[illegible]-37-7700     OE09  S          6.00   7.50   5.00   8.00   7.00          33.50  15.960   534.66 5.050  169.17  SAIF
                         OE09  O                  .50                                 .50  23.940    11.97 5.050    2.53  OTHER
                         TE04  S                                      1.00           1.00  14.840    14.84 4.190    4.19  PLAN
                         TE04  O                                       .50            .50  22.260    11.13 4.190    2.10  NET
                                                          TOTAL FOR THIS EMPLOYEE, THIS JOB        658.03        208.14

                         CLASS      SUN    MON    TUE    WED    THU    FRI    SAT  TOTAL    RATE      AMT  FRNG     AMT  ** ALL
ALLEN, SHEILA K.         FL01  S          8.00   4.50   8.00   8.00   8.00          36.50   5.000   182.50                GROSS
8928 N LOMBARD #1        FL01  O          1.00           .50   2.00                  3.50   7.500    26.25                FICA
                                                          TOTAL FOR THIS EMPLOYEE, THIS JOB        208.75                FWT
PORTLAND, OR                                                                                                             SWT
541-64-9461                                                                                                              SAIF
                                                                                                                         OTHER
                                                                                                                         PLAN
                                                                                                                         NET

                         CLASS      SUN    MON    TUE    WED    THU    FRI    SAT  TOTAL    RATE      AMT  FRNG     AMT  ** ALL
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 CO.        C E R T I F I E D   P A Y R O L L            PERIOD ENDING    7/13/85              P85208  PAGE  47
-  BEAVERTON/TIGARD INT

        CLASS     SUN   MON   TUE   WED   THU   FRI   SAT  TOTAL    RATE      AMT  FRNG     AMT   ** ALL JOBS **
M.      CA01  S         1.00  4.00  3.00  8.00  8.00        24.00  16.310   391.44 4.020   96.48  GROSS    940.02
        CA01  O                           3.50               3.50  24.465    85.63 4.020   14.07  FICA      52.60
        OE09  S         1.00  4.00  5.00                    10.00  15.960   159.60 5.050   50.50  FWT      132.71
        OE09  O          .50                                  .50  23.940    11.97 5.050    2.53  SWT       54.00
        OE13  S         6.00                                 6.00  16.250    97.50 5.050   30.30  SAIF        .70
                              TOTAL FOR THIS EMPLOYEE, THIS JOB            746.14         193.88  OTHER
                                                                                                  PLAN     193.88
                                                                                                  NET      506.13

        CLASS     SUN   MON   TUE   WED   THU   FRI   SAT  TOTAL    RATE      AMT  FRNG     AMT   ** ALL JOBS **
D.      LA01  O                      .50                      .50  19.260     9.63 5.010    2.51  GROSS    754.23
T SE    LA03  S         8.00  7.50  8.00  6.00  7.00        36.50  13.490   492.39 5.010  182.87  FICA      42.54
        LA03  O         1.00                                 1.00  20.235    20.24 5.010    5.01  FWT      104.27
        OE07  S                           2.00               2.00  15.740    31.48 5.050   10.10  SWT       39.00
                              TOTAL FOR THIS EMPLOYEE, THIS JOB            553.74         200.49  SAIF        .70
                                                                                                  OTHER
                                                                                                  PLAN     150.85
                                                                                                  NET      416.87

        CLASS     SUN   MON   TUE   WED   THU   FRI   SAT  TOTAL    RATE      AMT  FRNG     AMT   ** ALL JOBS **
D.      LA01  S         1.00   .50  2.00                     3.50  12.840    44.94 5.010   17.54  GROSS    866.17
ACE     LA01  O          .50                                  .50  19.260     9.63 5.010    2.51  FICA      48.85
        OE03  S         1.00                                 1.00  15.330    15.33 5.050    5.05  FWT      161.52
        OE04  S                     1.00                     1.00  15.530    15.53 5.050    5.05  SWT       56.00
        OE09  S         6.00  7.50  5.00  8.00  7.00        33.50  15.960   534.66 5.050  169.17  SAIF        .70
        OE09  O                .50                            .50  23.940    11.97 5.050    2.53  OTHER
        TE04  S                                 1.00         1.00  14.840    14.84 4.190    4.19  PLAN     173.23
        TE04  O                                  .50          .50  22.260    11.13 4.190    2.10  NET      425.87
                              TOTAL FOR THIS EMPLOYEE, THIS JOB            658.03         208.14

        CLASS     SUN   MON   TUE   WED   THU   FRI   SAT  TOTAL    RATE      AMT  FRNG     AMT   ** ALL JOBS **
        FL01  S         8.00  4.50  8.00  8.00  8.00        36.50   5.000   182.50                GROSS    208.75
1       FL01  O         1.00         .50  2.00               3.50   7.500    26.25                FICA      14.72
                              TOTAL FOR THIS EMPLOYEE, THIS JOB            208.75                 FWT       22.68
                                                                                                  SWT       13.00
                                                                                                  SAIF        .70
                                                                                                  OTHER
                                                                                                  PLAN
                                                                                                  NET      157.65

        CLASS     SUN   MON   TUE   WED   THU   FRI   SAT  TOTAL    RATE      AMT  FRNG     AMT   ** ALL JOBS **
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                        CLASS      SUN  MON  TUE  WED  THU  FRI  SAT  TOTAL   RATE     AMT  FRNG     AMT   ** AL
ALLEN, SHEILA K.        FL01  S        8.00 4.50 8.00 8.00 8.00       36.50  5.000  182.50                 GROSS
8928 N LOMBARD #1       FL01  O        1.00       .50 2.00             3.50  7.500   26.25                 FICA
                                                TOTAL FOR THIS EMPLOYEE, THIS JOB   208.75                 FWT
PORTLAND, OR                                                                                               SWT
541-64-9461                                                                                                SAIF
                                                                                                           OTHER
                                                                                                           PLAN
                                                                                                           NET

                        CLASS      SUN  MON  TUE  WED  THU  FRI  SAT  TOTAL   RATE     AMT  FRNG     AMT   ** AL
GOODCHILD, LONNIE L.    LA01  S        8.00 7.50 1.50      4.00       21.00 12.840  269.64 5.010  105.22   GROSS
1045 SW BROOKWOOD       LA01  O        1.00                            1.00 19.260   19.26 5.010    5.01   FICA
                        OE07  S                  4.00 8.00 4.00       16.00 15.740  251.84 5.050   80.80   FWT
HILLSBORO, OR                                   TOTAL FOR THIS EMPLOYEE, THIS JOB   540.74        191.03   SWT
481-70-1129                                                                                                SAIF
                                                                                                           OTHER
                                                                                                           PLAN
                                                                                                           NET

                        CLASS      SUN  MON  TUE  WED  THU  FRI  SAT  TOTAL   RATE     AMT  FRNG     AMT   ** AL



085 R.A. HATCH CO.            C E R T I F I E D   P A Y R O L L           PERIOD ENDING    7/13/85         P85208

      JOB 59865 -  BEAVERTON/TIGARD INT

                        CLASS      SUN  MON  TUE  WED  THU  FRI  SAT  TOTAL   RATE     AMT  FRNG     AMT   ** AL
DASTUR, REINA J.        FL01  S        8.00 8.00 8.00 8.00 8.00       40.00  5.000  200.00                 GROSS
27 DA VINCI                                     TOTAL FOR THIS EMPLOYEE, THIS JOB   200.00                 FICA
                                                                                                           FWT
LAKE OSWEGO, OR                                                                                            SWT
541-02-5425                                                                                                SAIF
                                                                                                           OTHER
                                                                                                           PLAN
                                                                                                           NET

                        CLASS      SUN  MON  TUE  WED  THU  FRI  SAT  TOTAL   RATE     AMT  FRNG     AMT   ** AL
THOMPSON, DANIEL P.     OE13  S        8.00 8.00 8.00 8.00 8.00       40.00 16.250  650.00 5.050  202.00   GROSS
3903 BROOKSIDE LANE                             TOTAL FOR THIS EMPLOYEE, THIS JOB   650.00        202.00   FICA
                                                                                                           FWT
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              CLASS      SUN  MON   TUE   WED   THU   FRI     SAT  TOTAL   RATE      AMT   FRNG    AMT       ** ALL  JOBS **
K.           FL01    S        8.00  4.50  8.00  8.00  8.00         36.50   5.000   182.50                   GROSS   208.75
#1           FL01    O        1.00         .50  2.00                3.50   7.500    26.25                   FICA     14.72
                                          TOTAL FOR THIS EMPLOYEE, THIS JOB       208.75                   FWT      22.68
                                                                                                            SWT      13.00
                                                                                                            SAIF       .70
                                                                                                            OTHER
                                                                                                            PLAN
                                                                                                            NET     157.65

              CLASS      SUN  MON   TUE   WED   THU   FRI     SAT  TOTAL   RATE      AMT   FRNG    AMT       ** ALL  JOBS **
NIE L.       LA01    S        8.00  7.50  1.50        4.00         21.00  12.840   269.64 5.010  105.22    GROSS   731.77
OOD          LA01    O        1.00                                  1.00  19.260    19.26 5.010    5.01    FICA     41.27
             OE07    S                    4.00  8.00  4.00         16.00  15.740   251.84 5.050   80.80    FWT      87.62
                                          TOTAL FOR THIS EMPLOYEE, THIS JOB       540.74         191.03    SWT      40.00
                                                                                                            SAIF       .70
                                                                                                            OTHER
                                                                                                            PLAN    146.36
                                                                                                            NET     415.82

              CLASS      SUN  MON   TUE   WED   THU   FRI     SAT  TOTAL   RATE      AMT   FRNG    AMT       ** ALL  JOBS **




H CO.          C E R T I F I E D   P A Y R O L L            PERIOD ENDING    7/13/85           P85208  PAGE  48

 -   BEAVERTON/TIGARD INT

              CLASS      SUN  MON   TUE   WED   THU   FRI     SAT  TOTAL   RATE      AMT   FRNG    AMT       ** ALL  JOBS **
J.           FL01    S        8.00  8.00  8.00  8.00  8.00         40.00   5.000   200.00                   GROSS   200.00
                                          TOTAL FOR THIS EMPLOYEE, THIS JOB       200.00                   FICA     14.10
                                                                                                            FWT      24.82
R                                                                                                           SWT      14.00
                                                                                                            SAIF       .70
                                                                                                            OTHER
                                                                                                            PLAN
                                                                                                            NET     146.38

              CLASS      SUN  MON   TUE   WED   THU   FRI     SAT  TOTAL   RATE      AMT   FRNG    AMT       ** ALL  JOBS **
L P.         OE13    S        8.00  8.00  8.00  8.00  8.00         40.00  16.250   650.00 5.050  202.00    GROSS   852.00
LANE                                      TOTAL FOR THIS EMPLOYEE, THIS JOB       650.00         202.00    FICA     48.05
                                                                                                            FWT     102.36
                                                                                                            SWT      44.00
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                              CLASS      SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL   RATE     AMT   FRNG   AMT      ** AL
THOMPSON, DANIEL P.          OE13    S        8.00  8.00  8.00  8.00  8.00         40.00  16.250  650.00 5.050 202.00   GROSS
3903 BROOKSIDE LANE                                    TOTAL FOR THIS EMPLOYEE, THIS JOB          650.00       202.00   FICA
                                                                                                                        FWT
BOISE, ID                                                                                                               SWT
540-70-1337                                                                                                             SAIF
                                                                                                                        OTHER
                                                                                                                        PLAN
                                                                                                                        NET

                              CLASS      SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL   RATE     AMT   FRNG   AMT      ** AL
RINELLA, JAMES C.            FL01    S                          5.50               5.50   5.000   27.50                 GROSS
2911 SW STANLEY COURT                                  TOTAL FOR THIS EMPLOYEE, THIS JOB           27.50                FICA
                                                                                                                        FWT
PORTLAND, OR                                                                                                            SWT
5[illegible]4-96-0765                                                                                                   SAIF
                                                                                                                        OTHER
                                                                                                                        PLAN
                                                                                                                        NET
                                                      TOTAL FOR THIS JOB    989.50          14360.14       4118.51
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                   CLASS      SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL  RATE      AMT   FRNG   AMT      ** ALL JOBS **
L P.               OE13   S          8.00  8.00  8.00  8.00  8.00         40.00  16.250   650.00 5.050 202.00   GROSS    852.00
LANE                                        TOTAL FOR THIS EMPLOYEE, THIS JOB        650.00        202.00   FICA      48.05
                                                                                                            FWT      102.36
                                                                                                            SWT       44.00
                                                                                                            SAIF        .70
                                                                                                            OTHER
                                                                                                            PLAN     170.40
                                                                                                            NET      486.49

                   CLASS      SUN  MON   TUE   WED   THU   FRI    SAT  TOTAL  RATE      AMT   FRNG   AMT      ** ALL JOBS **
C.                 FL01   S                            5.50                5.50   5.000    27.50                GROSS    202.83
COURT                                       TOTAL FOR THIS EMPLOYEE, THIS JOB         27.50                FICA      13.24
                                                                                                            FWT       19.37
                                                                                                            SWT       12.00
                                                                                                            SAIF        .56
                                                                                                            OTHER
                                                                                                            PLAN      15.05
                                                                                                            NET      142.61
                                           TOTAL FOR THIS JOB    989.50          14360.14       4118.51
```

#9865

N

STATE OF OREGON
HIGHWAY DIVISION - TRAFFIC SECTION

INTEROFFICE MEMO
TRA 7-2

TO: H. S. Coulter
State Highway Engineer

DATE: July 1, 1985

FROM: L. E. George
Traffic Engineer

SUBJECT: Speed Zoning During Construction
Beaverton-Tigard Interchange
Sunset Highway No. 47
M.P. 68.58 to M.P. 69.91

RECEIVED
STATE HWY ENGR
JUL 3 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	ct	File

In a memo dated June 20, 1985, Marion Craft, Metro Region Construction Engineer, requested establishment of a 45 mph regulatory speed zone on a section of the Sunset Highway in the area of the Beaverton-Tigard Interchange in Washington County.

This section of highway will be under construction until about May, 1986. During this period there will be work areas where conditions are such that an enforceable speed zone will better provide for safe movements of traffic through the area.

Ron Failmezger, Metro Traffic Operations Supervisor, has recommended a 45 mph speed zone be established for the duration of the project.

In consideration of this request, we recommend that the following speed zoning be established on the Sunset Highway No. 47 for the duration of the project:

> 45 mph from 0.61 mile east of Beaverton-Tigard Highway No. 144 (M.P. 68.58) to 0.72 mile west of the Beaverton-Tigard Highway No. 144 (M.P. 69.91).

We further recommend that the 45 mph signs be displayed only during the time, when in the opinion of the engineer, they are warranted by construction activities in the particular work areas.

If you concur with the proposed speed zoning, please approve and forward a copy of this letter to Robert W. Gormsen for his records. Also, please return an approved copy to this office.

L. E. George
Traffic Engineer

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
DATE: 7-3-85

Attachment

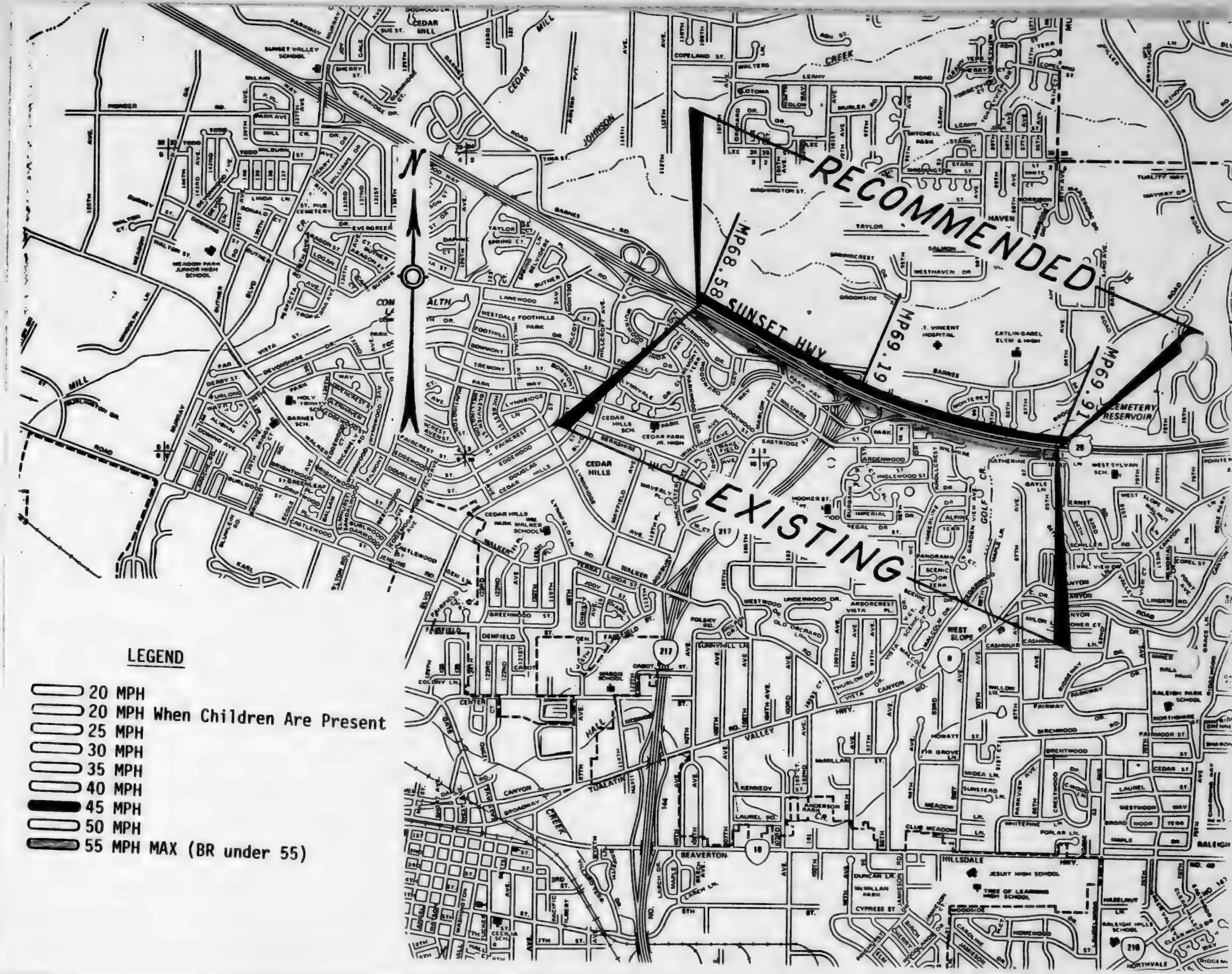
cc Robert W. Gormsen

HH:dpy

Orig 7 3 Gormsen
File
cy George

81-125-1367

7-15-85 copy to traffic


RECOMMENDED
EXISTING
SUNSET HWY
MP68.58
MP69.19
MP69.91
N
LEGEND
20 MPH
20 MPH When Children Are Present
25 MPH
30 MPH
35 MPH
40 MPH
45 MPH
50 MPH
55 MPH MAX (BR under 55)

4/21 –

April 16, 1985

John Breiling
4690 NW Columbia
Portland, OR 97229

You are correct that it is the Highway Division's policy to plan and direct highway construction work so that motorists are inconvenienced as little as possible. This policy is reflected in the specifications for the Highway 217 Interchange project.

While lane closures during specific hours in the direction of peak traffic flow is prohibited, there are times when problems occur over which the Highway Division or the contractor have no control. On several occasions, including the time you mentioned when a water main was damaged, the 3 p.m. reopening of the closed lane was not achieved.

I have been informed by the division that the contractor has found alternate sources of materials and has provided back-up equipment for future work. Therefore, lengthy delays on the Sunset Highway at Highway 217 should be a thing of the past.

I appreciate your frustrations when being delayed by construction and traffic. I hope the delays caused by such highway work will be forgotten when you experience the improvements created by the new interchange.

Sincerely,

Victor Atiyeh
Governor

VA:bb
bc: Hwy ✓

cy Hardt
4/22

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 19 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

WES
note &
file

Bob Fred Miller

00 361

RECEIVED
STAT HWY ENG.
MAR 28 '85
REFER TO [illegible]
FOR
Info
Inves
R/D
D/R
Sign
Act
File

RECEIVED
MAR 26 1985
Governor's Office

4690 NW Columbia
Portland, Oregon 9722
21 March 1985

Dear Governor Atiyeh,

The kindest way to state the problem is that the State Highway Dept./Transportation Dept. brought in a new manager to the Sylvan Office to manage the 217 interchange project and this individual, a Mr. Bartells (according to others in the office--I have been unable to reach Mr. Bartells himself by phone) does not seem to understand the problem nor the traditional highway dept. policy to perform major construction operations during non-peak traffic hours, i.e. between 9pm and 5.30 am on Sunset Highway east of the Cornelius Pass interchange.

For the last 2 weeks plus, we have had unexpected multi-hour tieups at the 217 interchange during the evening rushhour because RA Hatch company never quit on time and Mr. Bartells did nothing to make them quit on time. As a result, approximately 120,000-180,000 citizens had their evening commute home disrupted an hour or more by Mr. Bartells and his RA Hatch contractor, on at least 8 days out of 10 in the first 2 weeks of the work.

Since you are the elected official responsible for the overall management of the Transportation Dept. (and almost everything else except the State, Treasury, and legal affairs of the State), I think that all of us who have no other route home besides Sunset Highway would appreciate your prompt attention to the chaos caused by Mr. Bartells and RA Hatch Co.

First, please see to it that the prior highway policy of no major, lane closures during peak traffic hours (i.e. 6-9am and 3-7pm daily Monday thru Friday and 8am to 11 pm Saturday and Sunday) be allowed on Sunset Highway east of the Cornelius Pass interchange (which is where most of the Hillsboro traffic exits and enters) be enforced for the future, and that lane closures in the urban/suburban area be restricted to the 8pm-5.30am window except in emergencies.

Secondly, it would appear that this policy needs to be reduced to a published regulation for the benefit of all concerned, so that others besides Mr. Bartells not make the same mistake again. Although I have been unable to reach Mr. Bartells by phone, the published announcements of the Highway Dept. were that all lane blockages would cease not later than 3pm--the start of the evening rush hour. In fact, the crews of RA Hatch were out there most nights until 5 pm or later the night they broke the water main through carelessness.

MAR 26 1985

The reasons for the above requests are very simple:
(1) the lane closures cause myself and others thousands of dollars of damage!
(2) due to extreme tardiness of the Highway Dept. to expand Sunset to

meet its current traffic loads (about 90,000 vehicles per hour during rush hour now -- up from 60,000 vehicles an hour when we last had public hearings on the Sunset Highway problem about 4 years ago), we are approaching grid-lock on the highway already;
(3)for persons living out west along Sunset Highway, there are no alternative routes that bypass the 217 interchange. Moreover Barnes Road has its own 2-hour backup each night already because the two lights installed last year at St. Vincent's Hospital are not synchronized, and currently back up Barnes Road traffic almost to Miller Road near the cemetery--a distance of well over a mile.

I realize that your years as Governor have kept you away from your home turf in Washington County. In the last 8 years the trip out Sunset at the peak of the rush hour has gone from a pleasant 20-minute drive to a 45-minute endurance ordeal of bumper-to-bumper stop and go. The recent closures of RA Hatch and Mr. Bartells have made the existing very bad situation unprintable, as well as extremely dangerous for all concerned. Evening rush-hour is the worst time of the day to try the public's patience on a regular basis. Moreover ambulances, schoolbusses, TriMet busses, and other priority users have been subjected to the same 1-hour plus delays like everyone else.

I trust that, having brought this problem to your attention, you will quickly remedy the situation by terminating the post-3pm lane closures immediately through your routine administrative authority over the Transportation Dept.

Thank you on behalf of 120,000 to 180,000 Oregonian voters,

J Breiling
John Breiling

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-27-2(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00026

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/25/85

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:
Beaverton/Tigard Highway Interchange Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested by Mr. Potter's letter of 2/22/85 I approve the revised Preliminary Engineering costs to a TEC of $616,000; Federal Funds $523,600.

(Increase TEC $90,000; Federal Funds $76,500 Appn Code 178)

RECEIVED
STATE HWY ENGR
MAR 4 '85
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig. to
3/4

14. DATE 3/4/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

STATE COPY

rll

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

cc: OSHD (Coulter)

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 3	COUNTY Washington	DIVISION Oregon

IN COMPANY WITH: Walt Bartell, OSHD

DATE OF INSPECTION 2/27/85	INSPECTION MADE BY Original Signed by T. P. LOWE T. P. Lowe, Area Engineer	PROJECT NO. IX-27-2(17)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 31	WORK COMPLETED [illegible]

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 11 '85
REFER TO
Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File
X						

cy 3/13

BEAVERTON-TIGARD HIGHWAY INTERCHANGE
SUNSET HIGHWAY
Grading, Paving, Structure, Signing & Signals

The only significant work in progress at the time of this inspection was footing excavation and forming of the bent 2 cap for the substructure on the 217 structure.

Grading on the whole project is more than 50 percent complete at this time. A rigid frame structure is completed except for finishing.

At this time it appears that a critical item of work is completion of the 217 structure which is a 3 phase operation. The contractor is now working on the north extension of the structure. The south extension and the middle section will follow. The contractor would like to complete this structure by July of 1985 to stay on his accelerated schedule to complete the base and paving throughout the project by the fall of 1985. Because of the phases required to complete this structure it now appears that the contractor may have difficulty staying with his accelerated schedule.

I reviewed the construction signing throughout the project and found it to be satisfactory. The project manager had recently written the contractor directing him to correct several minor deficiencies in various items in the construction traffic control hardware. The contractor was in the process of taking the corrective action.

Form FHWA-1446A
(Rev. 2-84)

In inspection report No. 2 I described a possible contractor claim concerning the earthwork balancing in each of the specific plan stages of construction. The project manager complete the earthwork computations on the project and met with the contractor in mid December. The project manager advised that at that meeting the contractor agreed there was sufficient excavation during the various phases of construction to complete the project as planned. It now appear that the contractor will not pursue this claim.

STATE OF OREGON

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

To : Anderson's Erosion Control, Inc.
P.O. Box 205
Junction City , Or 97448

Glenn Knoper

From : Glenn Knoper (Walter Bartel's Office)
Office Manager

Subject : Beaverton - Tigard Hwy Intchg.
B.I.#54 Temp. Seeding and Mulching

It was brought to my attention that you wish an explanation as to why the subject Bid Item quantity wasn't on the Feb 1 Estimate and not paid for. I have also found that we are in disagreement as to the amount of area done.

First I must explain that as quantities come in during the month they are posted on the Quantity Summary Sheets and at the end of the month these summary sheets are reviewed and normally the up to date quantites placed on the estimate. In this case the prime contractor's representative Robert D. Hatch came in with B.I. Quantites and after reviewing them we mutually agreed on the amounts to be paid. These quantities were put on the estimate but B.I.#54 was not since it wasn't one of items reviewed. Since this happened on Feb 5 the date the Estimates are due in Region 1 I wasn't able to review completely the summary sheets and a result we missed putting it on the estimate.

Enclosed are copies of the Bid Item Notes for the subject Bid Item.

RECEIVED
STATE HWY ENGR

FEB 26 '85

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

CC: Ed Hardt
✓H.S. Coulter
File

Form 734-8122

ROAD DESIGN SECTION

DES 16

Walter Bartel
Project Manager

January 28, 1985

Richard A. Kuehn
Final Design Engineer

Beaverton/Tigard Interchange Section
Sunset Highway
Washington County
Contract No. 9865

Attached are five sets of sign shop drawings for Type "AA", "BB" and "D" signs on the subject project.

One set should be forwarded to Don Wackerbarth's office for shop inspection of the signs, one copy sent to Traffic Safety Supply Co. for sign fabrication and the others retained by you for field inspection purposes.

RK:DH:bn

Atchs.

cc: C. O. Fredrickson
Δ Ed Hardt
Andy Anderson

RECEIVED
JAN. 29 1985
ROAD DESIGN SECTION

RDE
FDE
LE
SE
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PDE
LFE
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BPC
Copy All
Return To
B/U / /

9365

rll

U.S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-27-2(17)

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Washington

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 00026

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 9/26/84

8. FEDERAL ROUTE NUMBER: Primary 27

9. STATE ROUTE NUMBER: Primary 47

10. GENERAL LOCATION:

Beaverton/Tigard Highway Interchange Section

11. GENERAL DESCRIPTION OF WORK

Relocate the meter base for the sign bridge power source

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 9/26/84 as requested in Mr. Fredrickson's letter of 11/2/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $600; Federal Funds $510.

RECEIVED
STATE HWY ENGR
NOV 27 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to 11/27

14. DATE: 11/26/84

15. SIGNATURE OF APPROVING OFFICIAL: G. K Hossner

16. TITLE: for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-27-2(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00026

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/29/84

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:

Beaverton/Tigard Highway Interchange Section

11. GENERAL DESCRIPTION OF WORK

Revised authorization date

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
XX☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Cartwright's letter of 11/13/84 and based on the documentation submitted the effective date of authorization is corrected to 8/29/84 for the aerial power line relocation by Portland General Electric Company as previously authorized on 9/17/84 (F.O. #5).

RECEIVED
STATE HWY ENGR
NOV 23 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
11/23

14. DATE 11/21/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9765

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 13, 1984

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR
NOV 14 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTN: C. T. Christianson, Area Engineer

Jack Cartwright

FROM: Jack Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Aerial Power Line Facility Relocation
Portland General Electric Company
Beaverton-Tigard Highway Intchg. Section
Sunset Highway
Washington County
Project No. IX-27-2(5)P.E.

Reference is made to my letter of September 18, 1984 which requested confirmation of your verbal authorization for Portland General Electric Company to proceed with the relocation of their aerial power line (anchor and down guy) facilities in conflict with the subject project. I requested and received confirmation of an authorization date of September 17, 1984.

Due to a lack of communication between Portland General Electric Company and the Oregon State Highway Division the relocation work was started on August 29, 1984. PGE was under the impression, because of converstations with the Metropolitan Utility Specialist, that they had authorization to proceed with the work. The Metropolitan Utility Specialist and I were not aware at the time I requested the verbal authorization date that the work had already been completed. PGE, acting in good faith, did accomplish the relocation of their conflicting facilities in a timely manner.

Your PR-1240, dated October 3, 1984, set forth an authorization date of September 17, 1984 for the relocation work. A revised authorization date of August 29, 1984 is requested to cover the work by Portland General Electric Company.

JC:jr
cc: E. S. Hunter✓
Wayne Cobine
E. L. Hardt
Walter Bartel
R. L. Fleming
Pete Gonzalez

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-27-2(5)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00026

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/17/84
8. FEDERAL ROUTE NUMBER Primary 27
9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:
Beaverton/Tigard Highway Interchange Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 9/18/84 this will confirm the advance approval date of 9/17/84 to proceed with the actual adjustments to Portland General Electric Co. aerial power line relocation on an actual cost basis estimated to be $2,006; Federal Funds $1,705 contingent upon modification of Project Agreement if additional funds are required.

Approval and participation for the eligible protion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
OCT 4 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
10/4

14. DATE 10/3/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. H
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE COPY

rll

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT cc: OSHD (Coulter)

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STAT HWY ENGR
OCT 23 '84
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sigs | Act

og
10/29

REGION NO. 10	REPORT NO. 2	COUNTY Washington	DIVISION Oregon

IN COMPANY WITH
Walt Bartel & Art Sasse, OSHD

Original Signed by
T. P. LOWE

DATE OF INSPECTION 9/25/84	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO. IX-97-2(17)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 7 %	WORK COMPLETED 5 %

BEAVERTON-TIGARD HIGHWAY INTERCHANGE
SUNSET HIGHWAY
Grading, Paving, Structure, Signing & Signals

NOTED
W. E. SCHWARTZ

At the time of the inspection the contractor was performing the following work:

1. Compacting embankment on the new Barnes Road alignment.
2. Northwest Natural Gas Co. was making some utility adjustments adjacent to Barnes Road.
3. The contractor was forming wing walls on the rigid frame structure over Highway 217.
4. The contractor was preparing to move 2 of the last houses remaining on the right-of-way.

The project manager advised that the contractor is still performing his excavation at night and compaction during the day time to avoid traffic congestion on Barnes Road. However, no excavation has been performed in the last few days due to the recent rains. It is likely excavation will start again the evening of the inspection date.

The contractor has indicated intent to claim because the earth work does not balance within each specific phase. For example; Under stage I, there are 69,000 cubic yards of excavation and 65,000 cubic yards of embankment. Under stage II, there are 106,000 cubic yards of excavation and 104,000 cubic yards of embankment.

Form FHWA-1446A (Supersedes FHWA-1446 dtd 12-73 & FHWA-1446A dtd 12-73 which are not to be used)
(Rev. 2-84)

It appear the type of material being encountered is mostly fine grained soil and will shrink in the neighborhood of 10 to 20 percent. Under stage III and IV, there are 40,000 yard of excavation and no embankment. The contractor alleges he bid the project with the intention of building the job according to plan stages. Currently the State maintains that there is adequate total excavation for the total embankment and therefore, no additional compensation is warranted. The project manager will be meeting with the contractor the day following the inspection in an attempt to resolve this situation.

Construction signing and traffic control was observed throughout the project area and found to be satisfactory. Traffic was moving through the construction area with no apparent delays or problems.

RECEIVED
STATE HWY ENGR
SEP 27'84
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File

September 18, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Aerial Power Line Facilities Relocation
Portland General Electric Co.
Beaverton-Tigard Highway Interchange Section
Sunset Highway
Washington County
Project No. IX-27-2(5) P.E.

Here is a copy of an estimate of cost to adjust Portland General Electric Company's facilities dated August 9, 1984, and a sketch showing their proposed relocation.

A certification prepared by Richard L. Fleming as to the Company's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the Company was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b(1)(b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of September 17, 1984, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $2,006.

JMC/GAP/nv
Enc.
cc: E. S. Hunter
J. M. Cartwright
R. L. Fleming

September 18, 1984

TO: D. E. Wilken, Division Adminstrator
Federal Highway Administration
ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Aerial Power Line Facilities Relocation
Portland General Electric Co.
Beaverton-Tigard Higway Interchange Section
Sunset Highway
Washington County
Project No. IX-27-2(5) P.E. & Util.

Dear Mr. Christianson:

Confirmation of your verbal authorization for Portland General Electric Company (PGE) to proceed with the relocation of their aerial power line (anchor & down guy) facilities in conflict with this project as of September 17, 1984, is requested. An estimate of cost has been received from PGE in the amount of $2006. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
September 17, 1984, is approved

CT Christianson
C. T. Christianson, Area Engineer

JMC/nv
cc: E. S. Hunter
W. F. Cobine
E. L. Hardt
Walt Bartel
R. L. Fleming
Pete Gonzalez

RECEIVED
STATE HWY ENGR
SEP 20 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
SEP 20 1984
RR & UTILITY UNIT

9

September 10, 1984

Roadway Constructors Corp.
and R. A. Hatch Company
P. O. Box 6179
Bend, OR 97708

CON 5

#9865

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9865 for work on the Beaverton-Tigard Highway Interchange Section of the Sunset Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: The American Insurance Company
P. O. Box 3825
Portland, OR 97208

Corroon and Black
P. O. Box 8699
Portland, OR 97201

bcc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Walt Bartel
L. E. George

ARROW BROS (DBE)
9450 S.W. Commerce Circle
Wilsonville, Ore 97070
682-2100

101	Removal Existing Signs	L.S.	10,000
102	Wood Sign Posts	L.S	3,500
103	Sign Support Footings	L.S	99,500
104	Breakaway Sign Supports	L.S	2,000
105	Single Post Breakaway	L.S	400
106	Single Post Slip Base	L.S	7,000
107	Contilever 3181+00	L.S	11,000
108	Contilever 3194+30	L.S	9,000
109	Contilever 3207+75	L.S	8,000
110	Contilever 3219+00	L.S	9,000
111	Sign Bridge 3204+00	L.S	42,000
112	Sign Bridge 3211+25	L.S	31,000
113	Sign Bridge 3227+00	L.S	41,000
114	Contilever 86+60	L.S	13,000
115	Sign Bridge 15+35	L.S	58,000
116	Sign Bridge 86+25	L.S	33,000
117	Sign Bridge 91+00	L.S	37,000
118	Structure Mounts All	L.S	12,000
119	Signal Pole Mounts	L.S	1,500
120	Bridge Railing Sign Mount	L.S	1,000
121	Modify Exist Sign Bridges	L.S	18,000
122	Ty A&B Signs 3612 sf	17.00	61,404
123	Ty C,D,R Signs 649 sf	12.00	7,788
124	Ty EE Signs 137 sf	12.00	1,644
125	Ty H&L Signs 93 sf	12.00	1,116
126	Ty M Signs 9 sf	12.00	108
127	Move & Reinstall Signs All	L.S	1,000
			$519,960

RECEIVED
JUL 17 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
JUL 17 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

C.E. Croft (DBE)
Portland, Oregon

Rebar Placing

64	Reinforcement	All	L.S	24,500
70	Reinforced End Panels	590sy	7.00	4,130
82	Reinforcement	All	L.S	6,300
92	Reinforcement	All	L.S	19,500
93	Reinforced End Panels	421sy	7.00	2,947
99	Reinforcement in Walls	32,900lb	0-14	4,606
				$ 61,983

Kee Construction Inc (DBE)
1330 Grand Place
Vancouver, Washington 98661
206-693-5157

47	Concrete Barrier	7170 Lf	@7.00	5,0190
48	Non Std. Barrier	1065 Lf	@26.00	27,690
49	Impact Alternators	2 ea	@18,000	36,000
2	Mobilization	All	L.S	4,000
				$ 117,880

H&H Electric Co. (WBE)
P.O. Box 6209
Bend, Oregon 97708

75	1" Electrical Conduit	340 ft	5,00	1,700
76	1 1/4" Electrical Conduit	305 ft	5.00	1,525
128	Sign illum Equip	All	L.S	18,800
129	Remove Exist illum	All	L.S	3.200
130	Tower & Pole Found	All	L.S	11,000
131	Towers Poles & Arms	All	L.S	60,800

132	Luminaires, Lamps Ballasts	All	L.S	43,000
133	Switching, Conduits, Wiring	All	L.S	108,000
134	Traffic Signals	All	L.S	158,000
135	Fire Pre-Empt	All	L.S	14,000
				$420,025

RECEIVED
JUL 17 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9865

ROAD DESIGN-HIGHWAY DES 16

Walt Bartel
Project Manager

August 10, 1984

Donald R. Adams, P.E.
Final Design Engineer

Permanent Signing Revision
Beaverton/Tigard Highway Interchange
Sunset Highway
Washington County
Contract No. 9865

The Traffic Engineering Section has requested changes in two types of reflective sheeting on permanent signs for installation on the subject project.

Please negotiate with the contractor for price agreement to change from signs designated on the plans as types "A" and "B" to signs designated types "AA" and "BB" respectively.

Four prints of revised plan sheets 2F-2 and 2F-3 are attached for your use in making this revision.

DRA:AA:mg

Attachments

cc: C. O. Fredrickson
E. L. Hardt
R. W. Failmezger
M. Payne
H. H. Patterson -ML
Benny Vaughn

bc: A. R. Anderson

Versteeg
Anderson
Adams
[illegible]
Edwards
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RECEIVED

ROAD DESIGN
SECTION

Do
Return
Bring Up
Action

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO

TRA 24-1

TO: J. H. Versteeg
Road Design Engineer

DATE: August 1, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Sign Material
Beaverton/Tigard Highway Interchange Section
Sunset Highway
Contract No. 9865

Please have the sign finish on all Type "A" and "B" signs on the subject project changed to Type "AA" and "BB" (encapsulated lens reflective sheeting) signs.

L. E. George
Traffic Engineer

ELS:dc

cc: E. L. Hardt

REFERRED TO
.... Mann .... Cuno .... Henry
.... Eriksen .... Dayton ....
.... Baker .... [✓ Anderson] ....
.... King .... Bedford .... Lee ....
Return Discuss Do File Due ....
By FINAL DESIGN ENGINEER

NOTED
N. E. MANN

-----Versteeg ....
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ROAD DESIGN
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01-125-1307

Contains Recycled Materials

9865

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-27-2(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

8-8-84

4. PROGRAM NO.

5. ITEM NO. 00026

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 10 '84
REFER TO
Potter
FOR
Info Inves R/D D/R Gen File

7. DATE AUTHORIZATION EFFECTIVE 7-24-84

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:
Beaverton / Tigard Highway Interchange

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT OF WAY
☐ CONSTRUCTION ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requestd by Mr. Potter's letter of 7-24-84 this will confirm the advance approval date of 7-24-84 to proceed with the actual adjustments to Portland General Electric Company's power line relocation on an actual cost basis estimated to be $6,340 - F.F. $5,389 contingent upon modification of Project Agreement if additional funds are required.

I approve the agreement with Portland General Electric Company.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 8/8/84

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

0385

1

RECEIVED
STATE HWY ENGR
JUL 26 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

July 24, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Power Line Relocation
Portland General Electric Co.
Beaverton-Tigard Hwy. Interchange Section
Sunset Highway
Washington County
P. E. Project No. IX-27-2(5)

NOTED
E. S. HUNTER

Here is a copy of an estimate of cost to relocate Portland General Electric Co's. (PGE) facilities dated May 25, 1984, and a sketch showing their proposed relocation.

A certification prepared by Richard L. Fleming as to PGE's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to PGE dated April 24, 1984, was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b(1)(b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of PGE's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of July 24, 1984, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $6,340.

JMC/GAP/nv
Enc.
cc: E. S. Hunter
J. M. Cartwright
R. L. Fleming

July 24, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Power Line Relocation
Portland General Electric Co.
Beaverton-Tigard Hwy. Interchange Section
Sunset Highway
Washington County
P.E. Project No. IX-27-2(5)

NOTED
E. S. HUNTER

Dear Mr. Christianson:

Confirmation of your verbal authorization for Portland General Electric Company (PGE) to proceed with the relocation of their power line facilities in conflict with this project as of July 24, 1984, is requested. An estimate of cost has been received from PGE in the amount of $6,340. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of

7-24-84 is approved

C T Christianson
C. T. Christianson, Area Engineer

JMC/nv
cc: ~~E.~~ S. Hunter
W. F. Cobine
E. L. Hardt
Walter Bartel
R. L. Fleming
Pete Gonzalez

RECEIVED
STATE HWY ENGR
JUL 27 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIV
JUL 26 1984
RR & UTILITY UNIT

rll

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIS TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-27-2(17)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00026

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 3 '84
REFER TO
Potter
FOR

Rep	Info	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE 6/20/84

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION

Beaverton/Tigard Highway Interchange Section

11. GENERAL DESCRIPTION OF WORK

Grade, pave, structures, signing, illumination and signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 6/18/84.

13. REMARKS After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 6/25/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $7,914,384; Federal Funds $6,722,975.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 6/20/84

15. SIGNATURE OF APPROVING OFFICIAL G K Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

N[illegible]
E. S[illegible]

June 15, 1984

Mr. Robert C. Cruz
Division Engineer
Unified Sewerage Agency
of Washington County
150 N. First Avenue
Hillsboro, OR 97124

Sanitary Sewer Manhole Adjustment
Beaverton-Tigard Hwy. Intchge. Sec.
Sunset Highway
Washington County
Project No. IX-27-2(17)

Dear Mr. Cruz:

Bids will be received by the Oregon Transportation Commission on the above-titled highway project on July 12, 1984. Three (3) sanitary sewer manholes owned by your Agency conflict with the proposed construction and will have to be adjusted. The conflicting manholes are shown, highlighted in red, on the attached preliminary plan sheet No. 5C for the project.

The manholes are located on State highway right of way, therefore, the cost of adjustment is not reimbursable. The cost of the adjustment will have to be paid by your Agency.

Pursuant to your verbal request, the adjustment of your sanitary sewer manholes is to be included as a bid item in the highway construction contract. Your request has been accepted and the manholes are shown on the plans to be adjusted by the highway project contractor. Estimated cost to your Agency is as follows:

Adjust Manhole 3 @ $200 = $600

The Oregon State Attorney General's office has set forth an opinion, based on the statutes governing the allocation of highway construction costs, that the cost of non-highway construction (your sanitary sewer manholes in this case) must be deposited with the agency administering the highway construction contract in advance of actual construction. The State Highway Division will be administering the contract for this project, therefore, your agency will be required to reimburse the State Highway Division.

RECEIVED
STATE HWY ENGR
JUN 18 '84
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Upon award of the contract for the subject project, your Agency will be advised of the unit bid price for the adjustment of manholes as submitted by the accepted low bid contractor. Your Agency will be requested at that time to forward a check to cover the cost of adjusting the three sanitary sewer manholes located on State highway right of way.

If the terms set forth above, for the adjustment of your sanitary sewer manholes are acceptable to the Agency, please execute two copies of this letter in the space provided below and return the two copies to this office.

Yours truly,

Jack M. Cartwright
Utility Relocation Coordinator

JMC/nv

APPROVED UNIFIED SEWERAGE AGENCY
OF WASHINGTON COUNTY

Date________________________

By________________________

Title________________________

bc: E. S. Hunter
Wayne F. Cobine
E. L. Hardt
Walter Bartel
R. L. Fleming

9265

7

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

May 21, 1984
IN REPLY REFER TO
HBR-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon IX-27-2(5) Overcrossing
Beaverton-Tigard Highway
Barnes Road Connection U'Xing Bridge No. 16637
Retaining Walls No. 1 & 2, Bridge No. 16699
Parkway Street Pedestrian X'ing Bridge No. 9607A
O'Xing Beaverton-Tigard Highway Bridge No. 6980A

We have reviewed the above submittal under the Walt Hart, March 16 preliminary submittal to Mr. Hardt. We find your proposal acceptable. Please proceed with the PS&E preparations.

Sincerely yours,

for
Dale E. Wilken
Division Administration

cc:
OSHD (W Hart)
OSHD (G Potter)

RECEIVED
TECHNICAL SERVICES
MAY 23 '84
REFER TO
FOR
Info Invest R/D D/R Sign Act File

RECEIVED
STATE HWY ENGR
MAY 23 '84
REFER TO
Hunter
FOR
Info Invest R/D D/R Sign Act File

NOTED
E. S. HUNTER

cy
Bachman

9865 1

NOTED
E. S. HUNTER

May 14, 1984

Mr. Jack Thompson
Supervisor
Special Projects Engineering
Western Division
Portland General Electric Co.
14655 SW Old Scholls Ferry Rd.
Beaverton, OR 97007

Power Pole Location
Beaverton-Tigard Hwy Interchange
Sunset Highway
Washington County
Project No. IX-27-2(12)

Dear Mr. Thompson:

The Oregon State Highway Division and the Federal Highway Administration concur in your request to leave your pole C11-2D/2436 in its existing position. The sidewalk will be redesigned at that location to accommodate wheelchair passage to the backside of the pole.

Continued early identification of utility relocation problems benefit both the Oregon Highway Division and your company. Your cooperation is greatly appreciated.

Yours truly,

Jack M Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

JMC/nv
cc: Richard L. Fleming-w/attach.
bc: ~~E.~~ S. Hunter - w/att.
J. H. Versteeg - w/att.
E. L. Hardt - w/att.
Walt Bartel - watt.

RECEIVED
TECHNICAL SERVICES
MAY 15 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301

May 9, 1984
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
140 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon IX-27-2(5)
Beaverton - Tigard Interchange
Sunset Highway
Washington County

Confirming prior discussion, we concur in Mr. Cartwright's April 26, 1984 recommendation to leave PGE Pole C11-2D/2436 in its existing locations left of station "B^3" 23+00. The sidewalk in this area must be designed to accomodate wheel chair passage.

Sincerely yours,
Original Signed By
G. K. HOSSNER
Field Operations
Engineer

Dale E. Wilken
Division Administrator

cc:
OSHD (J M Cartwright)
OSHD (G Potter)

RIGHT OF WAY ADMINISTRATION
RECEIVED
MAY 11 1984

RECEIV
MAY 11 1984
RR & UTILITY UNIT

E.L. Hardt
xc: Walt Bartel
Dick Fleming
Design Section

9765

1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-27-2(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00026

5-7-84

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/7/84

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION: Beaverton/Tigard Highway Interchange

11. GENERAL DESCRIPTION OF WORK Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Potter's letter of 5/1/84 I approve the program change adding "Adjustment of Utilities" to the character of proposed work at a TEC of $26,000, Federal Funds $22,100.

RECEIVED
STATE HWY ENGR
JUN 4 '84
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig. to
6/4

14. DATE 5/7/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 1, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Project No. IX-27-2(5)
Beaverton/Tigard Hwy. Interchange
Sunset Highway
Washington County

I request your approval of a program change on the subject project to include in the character of proposed work "Adjustment of Utilities" at an estimated total cost of $26,000 with Federal funds of $22,100. This request is based on the following utilities:

Portland General Electric Co.	$ 6,000
Wolf Cr. Hwy. Water District	20,000

Authorization to proceed with actual adjustments of utilities will be submitted under separate action.

CL:pf

cc: J. Cartwright
J. Peterson
General Files

Form 734-3122

bc: E. S. Hunter - w/att.
. B. Boyd - w/att.
E. L. Hardt - w/att.
Walt Bartel - w/att
R. L. Fleming - w/att.

NOTED
E. S. HUNTER

April 26, 1984

ROW 18-4

RECEIVED
TECHNICAL SERVICES
APR 27 '84
REFER TO
FOR

Info	Interest	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M. Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Power Pole Location
Portland General Electric Company
Beaverton-Tigard Highway Interchange
Sunset Highway
Washington County
Project No. IX-27-2(12)

Dear Mr. Christianson:

Here is a letter from Portland General Electric Company (PGE), dated April 16, 1984, requesting permission to leave PGE Pole C11-2D/2436, located 35.5 feet left (northerly) of Station "B^3" 23+00, in its existing position.

The pole, if left in its existing position, will be in the center of the sidewalk along the northerly side of relocated Barnes Road. (See attached drawings). The pole will be about 2.5 feet back of the face of curb. There is sufficient right of way northerly of the pole to widen the sidewalk to provide wheel chair passage. The use of this section of sidewalk should be relatively low.

PGE's letter advises that relocation of the pole would require the relocation of six underground cables. The estimated cost of the relocation work is $40,000 and would be at PGE expense.

It is my opinion that the pole, in its present position, would not be a traffic hazard. Adequate pedestrian passage can be provided to the north of the pole by widening the sidewalk. The $40,000 expenditure by PGE is not warranted and would not be in the best interest of the rate payers.

It is, therefore, my recommendation that the pole be left in its existing position and the sidewalk be widened to the north of the pole. Your concurrance and approval is requested.

Yours truly,

Jack M. Cartwright
Utility Relocation Coordinator

JMC/nv
Attachment

34-1917

STATE OF OREGON **INTEROFFICE MEMO**

TO: JACK CARTWRIGHT
Utility Specialist

DATE: April 19, 1984

FROM: TED INLOES Ted Inloes
Region Utility Specialist

SUBJECT: PGE Pole Relocation
Beaverton-Tigard Highway Interchange
Sunset Highway
Washington County

Attached is a letter from Jack Thompson, a Portland General Electric supervisor of Special Project Engineering. Jack is concerned about relocating the pole that is located 35.5 feet left of Eng. Sta. B^3-23+00 He has submitted sketches showing the relation of the pole to the sidewalk and curb if pole is left in its present location. It have field checked on this pole location and I concur with data submitted. I am recommending that that pole remain in its present location, based on the typical section proposed to be used in this location. The pole at its present location will have the 2'-6" minimum clearance from face of curb which the Feds have recommended on previous projects.

Will you look this request over and talk to the Feds and see if you can get their approval of this proposal.

po

cc: Walt Bartel
Dick Fleming
Jack Thompson - PGE

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
APR 27 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

REC[illegible]
[illegible] 5 UTILITY [illegible]

81-125-1387

PGE Portland General Electric Company

April 16, 1984

Ted Inloes
Metro Regional Utility Specialist
Highway Division
9002 SE McLoughlin Blvd
Milwaukie OR 97222

PGE Substation Cable Pole C11-2D/2436 at
Station 23+05 on Barnes Rd of the Beaverton/
Tigard Interchange Section of Sunset Highway

The location of PGE pole C11-2D/2436 is almost in the center of the proposed 5-1/2 foot sidewalk. Please see the attached sketch. We will have an anchor and down guy located about 13 feet east of the pole and 2 feet from the face of the curb.

To relocate this pole out of the sidewalk would require replacement of six lead sheath underground cables from our substation across the street. The estimated cost would be about $40,000.

There is approximately 10 feet from the north edge of the proposed sidewalk to the right-of-way line. PGE Company requests that you would consider widening the sidewalk in the area of the pole to allow the pole to remain in its present location. Please call me at 643-5454, Ext 232.

Sincerely,

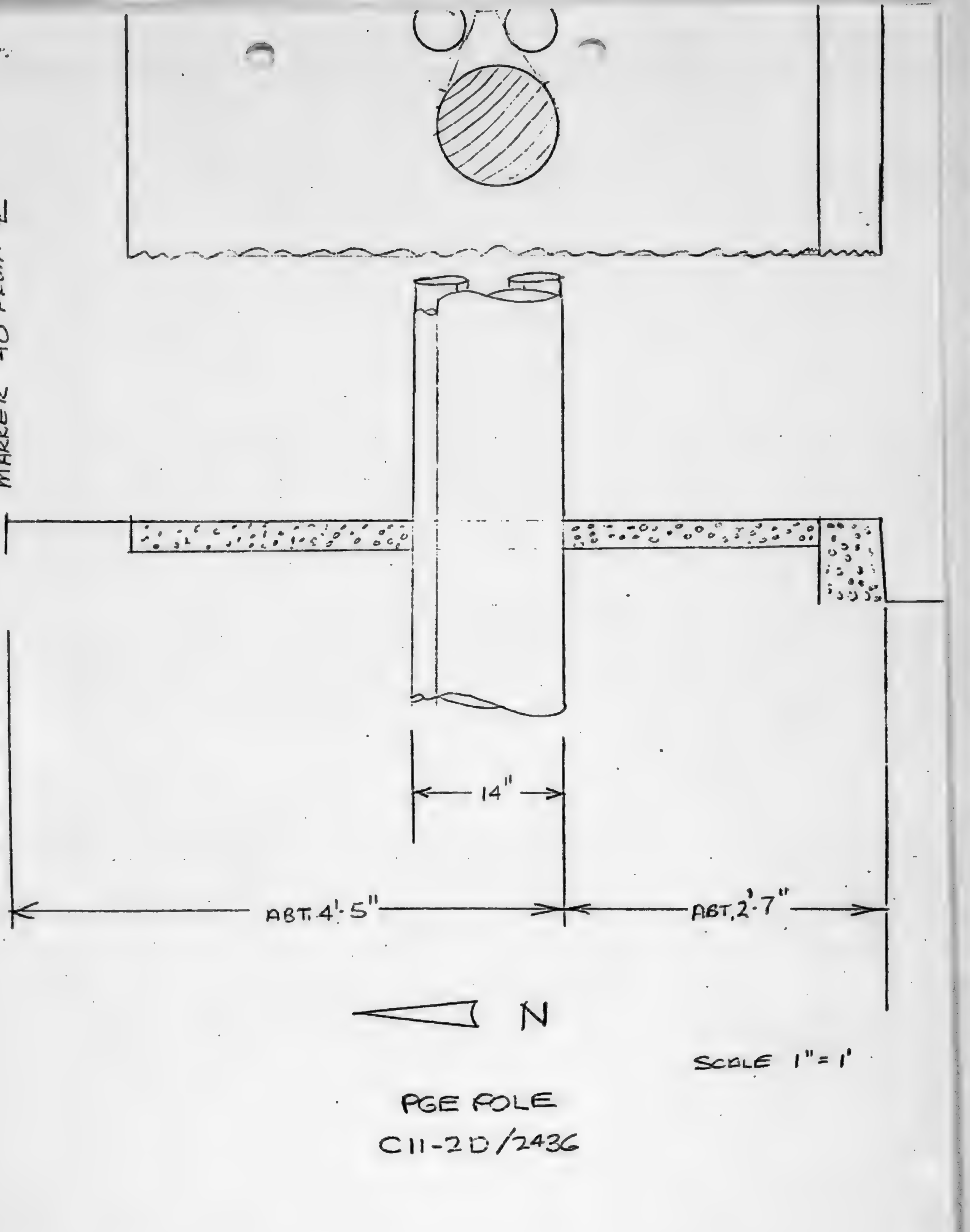
Jack Thompson

Jack Thompson
Supervisor, Special Projects Engineering
Western Division

JAT/9sa6B7
Attachment

c: Teresa Cornett

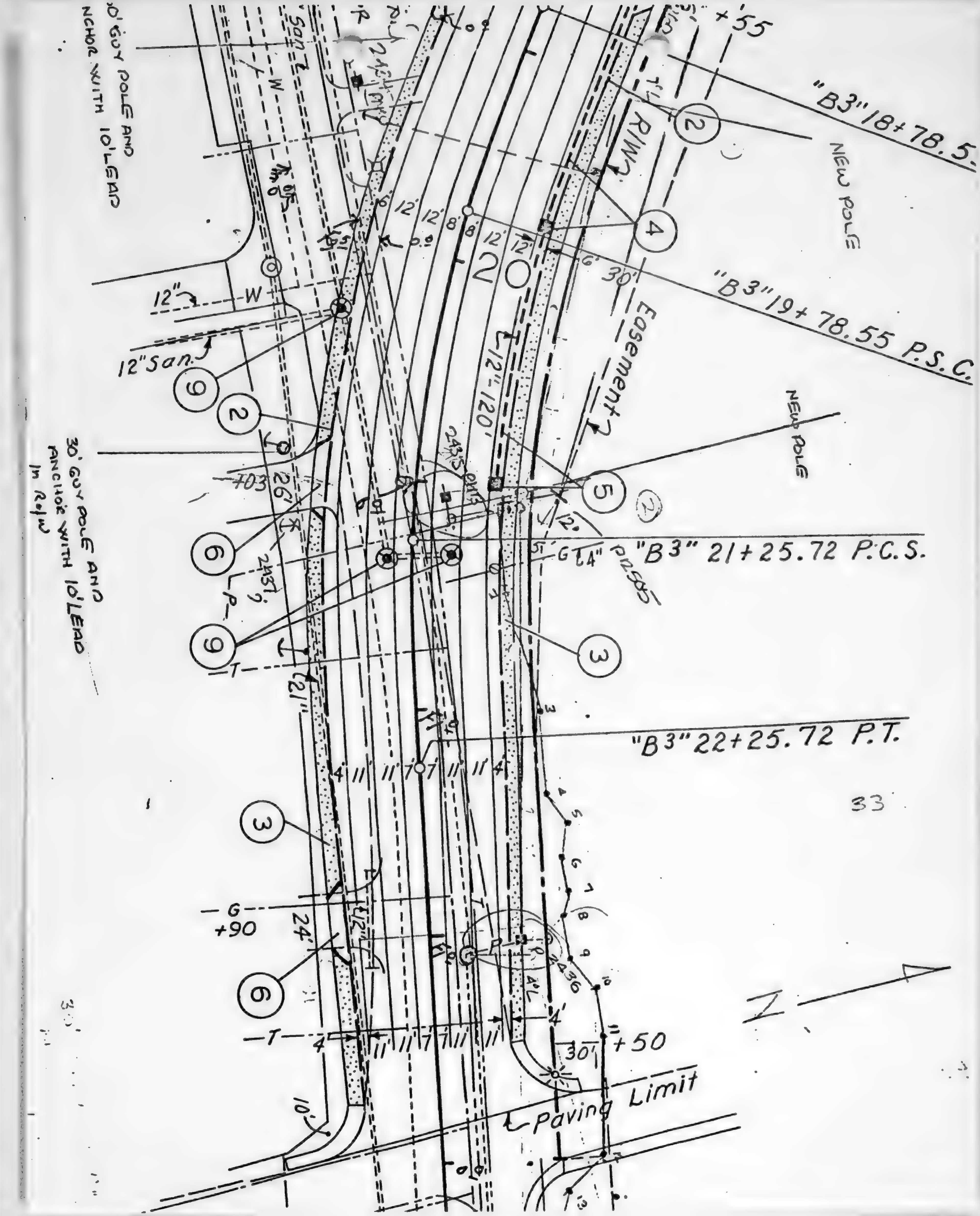
Western Division—14655 SW Old Scholls Ferry Road—Beaverton, Oregon 97007—643-5454


MARKER 40' FROM ℄
14"
ABT. 4'-5"
ABT. 2'-7"
N

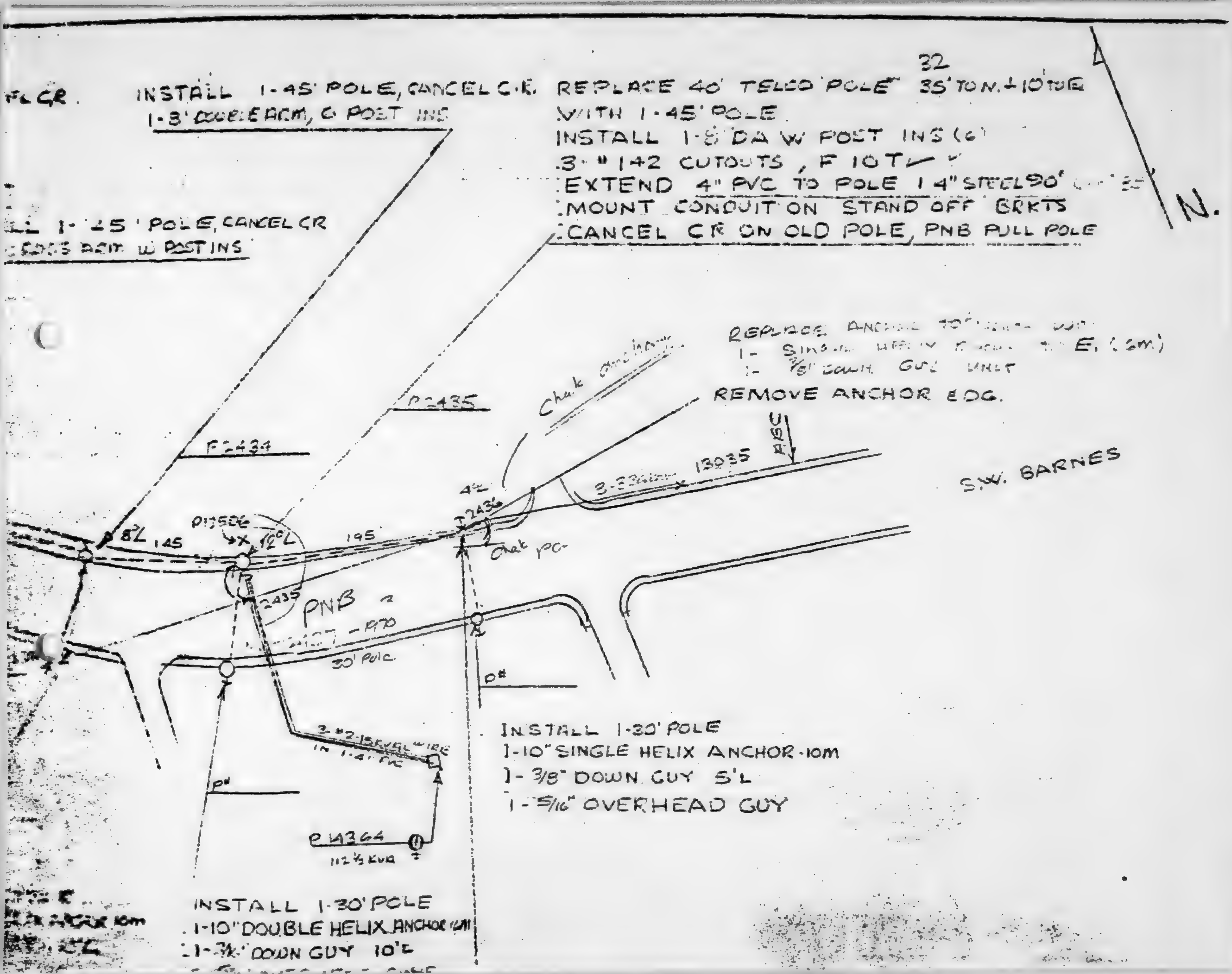
SCALE 1" = 1'

PGE POLE
C11-2D/2436

JAT 4-11-81

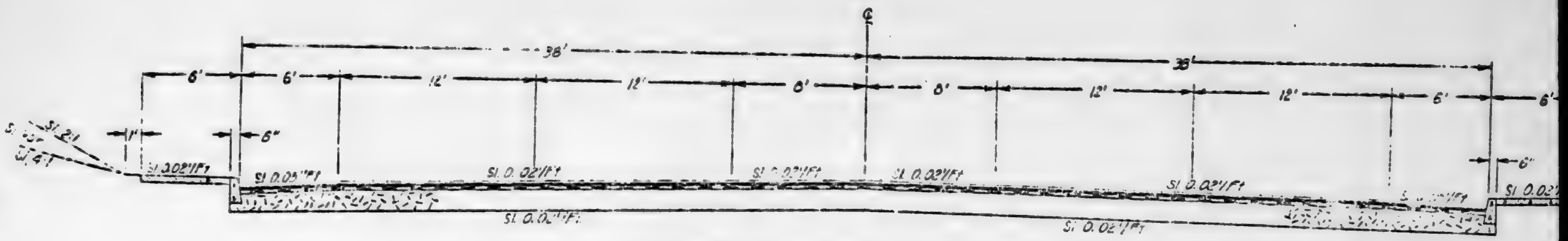


0' GUY POLE AND
NCHOR WITH 10' LEAD
San ℄
W
R
+55
"B3" 18+78.5
2
R/W
NEW POLE
4
12' 12' 8' 8' 12' 12'
6' 30'
20
"B3" 19+78.55 P.S.C.
12"
W
12" San.
9
2
℄ 12"-120'
Easement
NEW POLE
5
403
26'
6
"B3" 21+25.72 P.C.S.
G
9
3
T
21'
"B3" 22+25.72 P.T.
4 11' 11' 7' 7' 11' 11' 4'
33
3
G
+90
24'
12"
6
2436
4'
T
4 11' 11' 7' 7' 11' 11'
4'
30'
+50
10'
℄ Paving Limit
30' GUY POLE AND
ANCHOR WITH 10' LEAD
In R/W

FL CR.
INSTALL 1-45' POLE, CANCEL C.R.
1-3' DOUBLE ARM, 6 POST INS
REPLACE 40' TELCO POLE 35' TO N. + 10' TO E
32
WITH 1-45' POLE
INSTALL 1-8' DA W POST INS (6)
3-#142 CUTOUTS, F 10T
EXTEND 4" PVC TO POLE 1 4" STEEL 90'
MOUNT CONDUIT ON STAND OFF BRKTS
CANCEL CR ON OLD POLE, PNB PULL POLE
N.
1-25' POLE, CANCEL CR
DOUBLE ARM W POST INS
P2435
F2434
REPLACE ANCHOR
1- SINGLE HELIX
E. (6M)
1- 3/8" DOWN GUY UNIT
REMOVE ANCHOR EDG.
Chuk anchor
USBC
13935
3-336
S.W. BARNES
4°L
T2436
Chuk PO
8°L
145
P13506
12°L
195
2435
PNB
-1970
30' Pole
P#
P#
3-#2-15KV AL WIRE IN 1-4" PVC
P14364
112 1/2 KVA
INSTALL 1-30' POLE
1-10" SINGLE HELIX ANCHOR-10M
1-3/8" DOWN GUY 5'L
1-5/16" OVERHEAD GUY
INSTALL 1-30' POLE
1-10" DOUBLE HELIX ANCHOR 10M
1-3/8" DOWN GUY 10'L
ANCHOR 10M
25'L

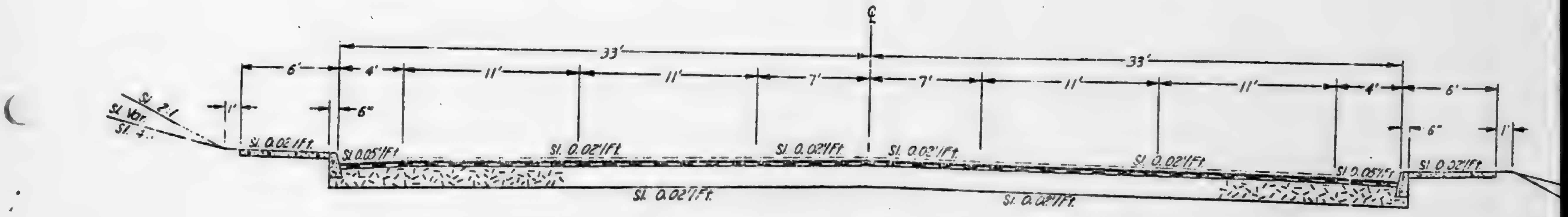
[illegible] Base [illegible] Sc
[illegible] Comp Thk. 13"

"BS^2" 89+97.89 To STA. "BS^2" 90+97.89



℄
38'
38'
6'
6'
12'
12'
8'
8'
12'
12'
6'
6'
1'
6"
6"
Sl. 2:1
Sl. Var.
Sl. 4:1
Sl. 0.02'/Ft
Sl. 0.05'/Ft
Sl. 0.02'/Ft
Sl. 0.02'/Ft
Sl. 0.02'/Ft
Sl. 0.02'/Ft
Sl. 0.05'/Ft
Sl. 0.02'
Sl. 0.02'/Ft
Sl. 0.02'/Ft

(For Surfacing Details Not Shown, See Section Above)
STA "B^3" 12+94.00 To STA "B^3" 19+78.55
"B^3" 19+78.55 To "B^3" 22+25.72 (Taper Section)

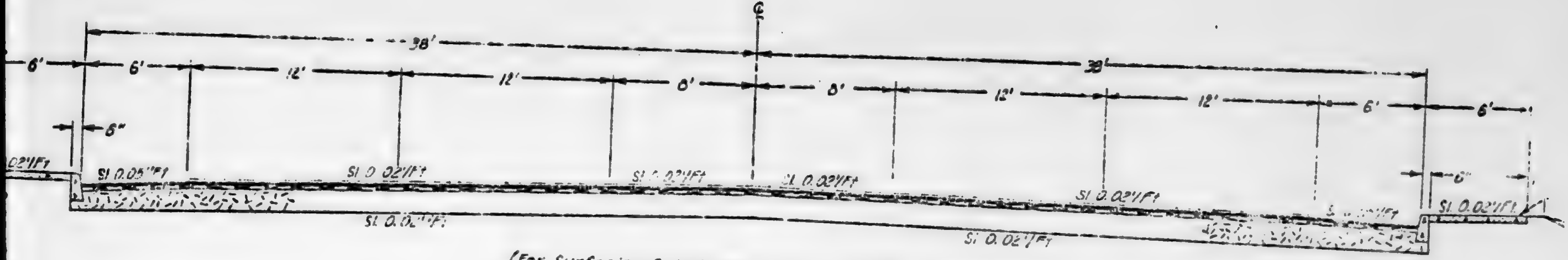


℄
33'
33'
6'
4'
11'
11'
7'
7'
11'
11'
4'
6'
1'
6"
6"
1'
Sl. 2:1
Sl. Var.
Sl. 4:1
Sl. 0.02'/Ft.
Sl. 0.05'/Ft
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft
Sl. 0.02'/Ft.
Sl. 0.05'/Ft
Sl. 0.02'/Ft
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.

(For Surfacing Details Not Shown, See Section Above)
STA. "B^3" 22+25.72 To STA. "B^3" 23+50±

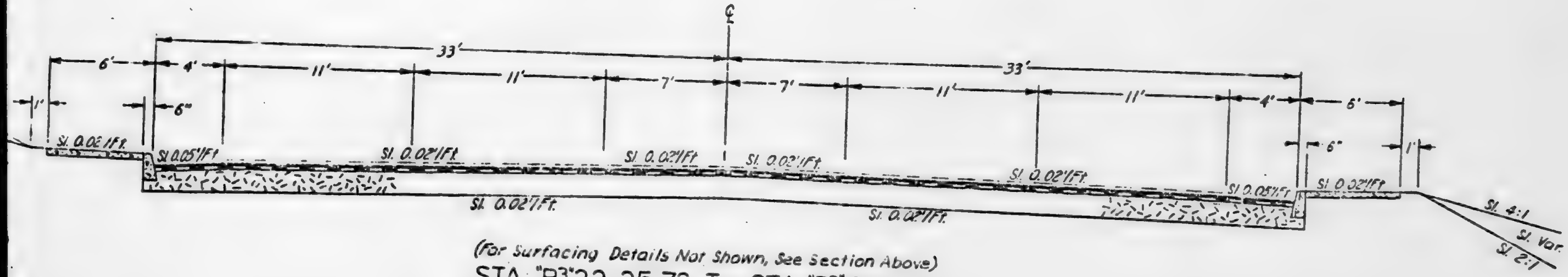
[illegible] Base Course
Non Comp Thkn. -13"

"BS2" 89+97.89 To STA. "BS2" 90+97.89



℄
38'
38'
6'
6'
12'
12'
8'
8'
12'
12'
6'
6'
6"
6"
Sl. 0.02"/Ft.
Sl. 0.05"/Ft.
Sl. 0.02"/Ft.
Sl. 0.02"/Ft.
Sl. 0.02"/Ft.
Sl. 0.02"/Ft.
Sl. 0.02"/Ft.
Sl. 0.02"/Ft.
Sl. 0.02"/Ft.
Sl. 0.02"/Ft.

(For Surfacing Details Not Shown, See Section Above)
STA "B3" 12+94.00 To STA "B3" 19+78.55
"B3" 19+78.55 To "B3" 22+25.72 (Taper Section)



℄
33'
33'
6'
4'
11'
11'
7'
7'
11'
11'
4'
6'
1'
6"
6"
1'
Sl. 0.02"/Ft.
Sl. 0.05"/Ft.
Sl. 0.02"/Ft.
Sl. 0.02"/Ft.
Sl. 0.02"/Ft.
Sl. 0.02"/Ft.
Sl. 0.05"/Ft.
Sl. 0.02"/Ft.
Sl. 0.02"/Ft.
Sl. 0.02"/Ft.
Sl. 4:1
Sl. Var.
Sl. 2:1

(For Surfacing Details Not Shown, See Section Above)
STA. "B3" 22+25.72 To STA. "B3" 23+50±

9265

34-1917 47 N

STATE OF OREGON **INTEROFFICE MEMO**

TO: DONALD R. ADAMS
Final Design Engineer

DATE: April 12, 1984

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: R/W File #53870 (Cancel)
Beaverton-Tigard Hwy. Intch.
Sunset Highway

1 Versteeg ✓
Anderson
✓ Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
APR 13 1984
ROAD DESIGN
SECTION

Do Not File ☐
Return to
Bring Up / /
Action

Recently a new file was added to this project for the purposes of providing Portland General Electric with a permanent easement for their underground cable. Our right-of-way staff advised that acquisition of this file would require approximately four months and would jeopardize the current June 28 bid letting schedule.

Since the permanent easement was requested by PGE, I asked Ted Inloes to review their needs to see if there was some other way we could handle their underground cable. Jack Thompson, representing PGE, advised Ted that it would be acceptable to place the underground cable between the back of sidewalk and our right-of-way line, which is approximately six to ten feet in width. Since this was agreeable to PGE, the permanent easement will not be required.

An X type permit will be issued to PGE by our Utility Section. Attached is a copy of our preliminary construction plans reflecting Ted's discussion with PGE along with a right-of-way map of this area. Please proceed with the process to cancel this right-of-way file.

po

cc: E. L. Hardt
Rod Henry
Ken Rolfe
Ted Inloes
Norm Cuno } mc
Julius Sevey
Jack Cartwright
Attachments

Sec.2, T.1S., R.1W., W.M.

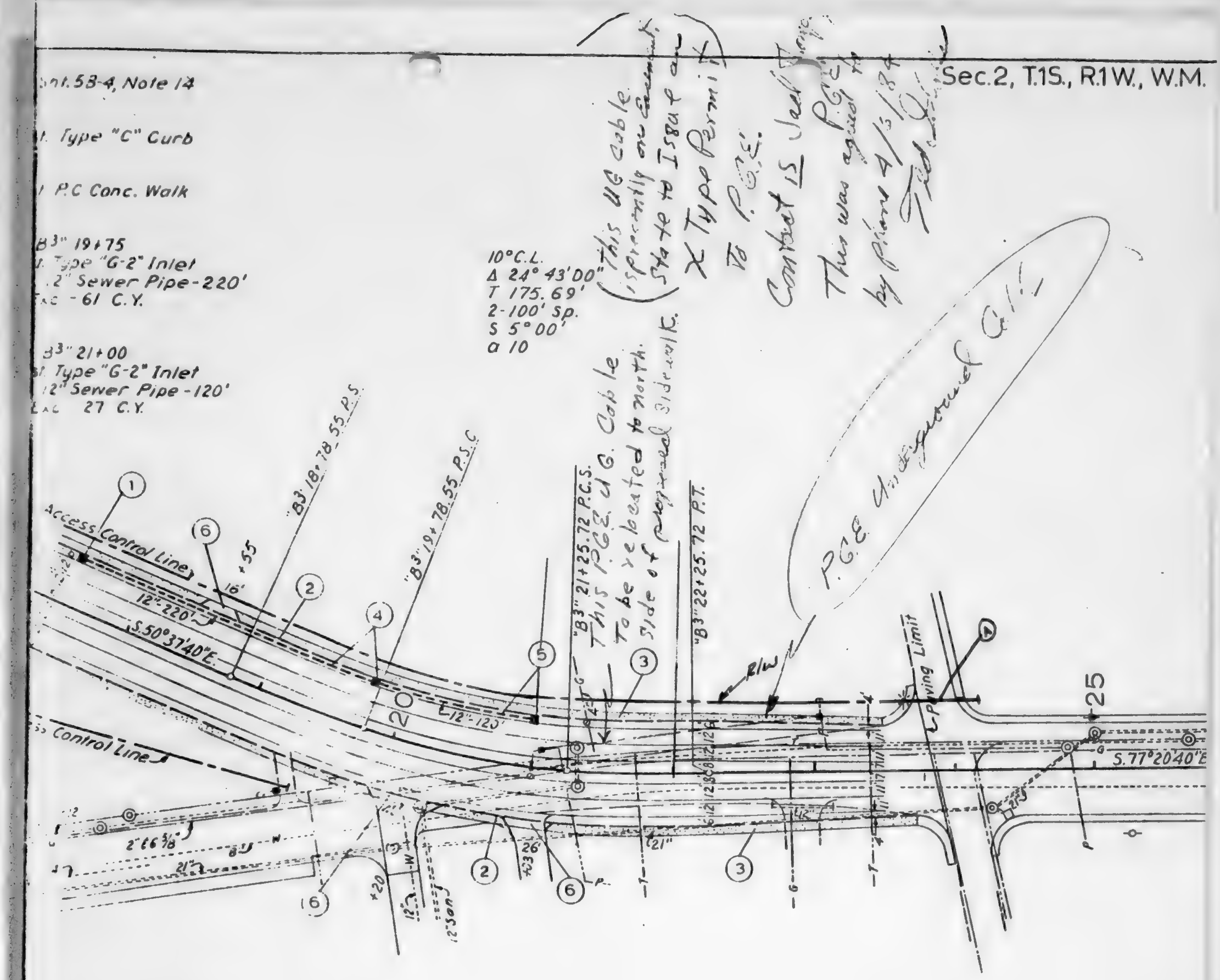
nt.5B-4, Note 14

t. Type "C" Curb

/ P.C Conc. Walk

B3" 19+75
. Type "G-2" Inlet
.2" Sewer Pipe-220'
xc -61 C.Y.

B3" 21+00
t. Type "G-2" Inlet
12" Sewer Pipe-120'
xc 27 C.Y.


10°C.L.
Δ 24° 43'00"
T 175.69'
2-100' Sp.
S 5°00'
a 10
"B3" 18+78.55 P.S.
"B3" 19+78.55 P.S.C
"B3" 21+25.72 P.C.S.
"B3" 22+25.72 P.T.
Access Control Line
Access Control Line
S.50°37'40"E.
S.77°20'40"E
12"-220'
12"-120'
16'
+55
R/W
Paving Limit
20
25
①
②
③
④
⑤
⑥
+20
+33
26
21"
8"
2" C 6 5/8"

This UG cable is presently on Easement. State to Issue an X Type Permit to P.G.E.

Contract IS Jack

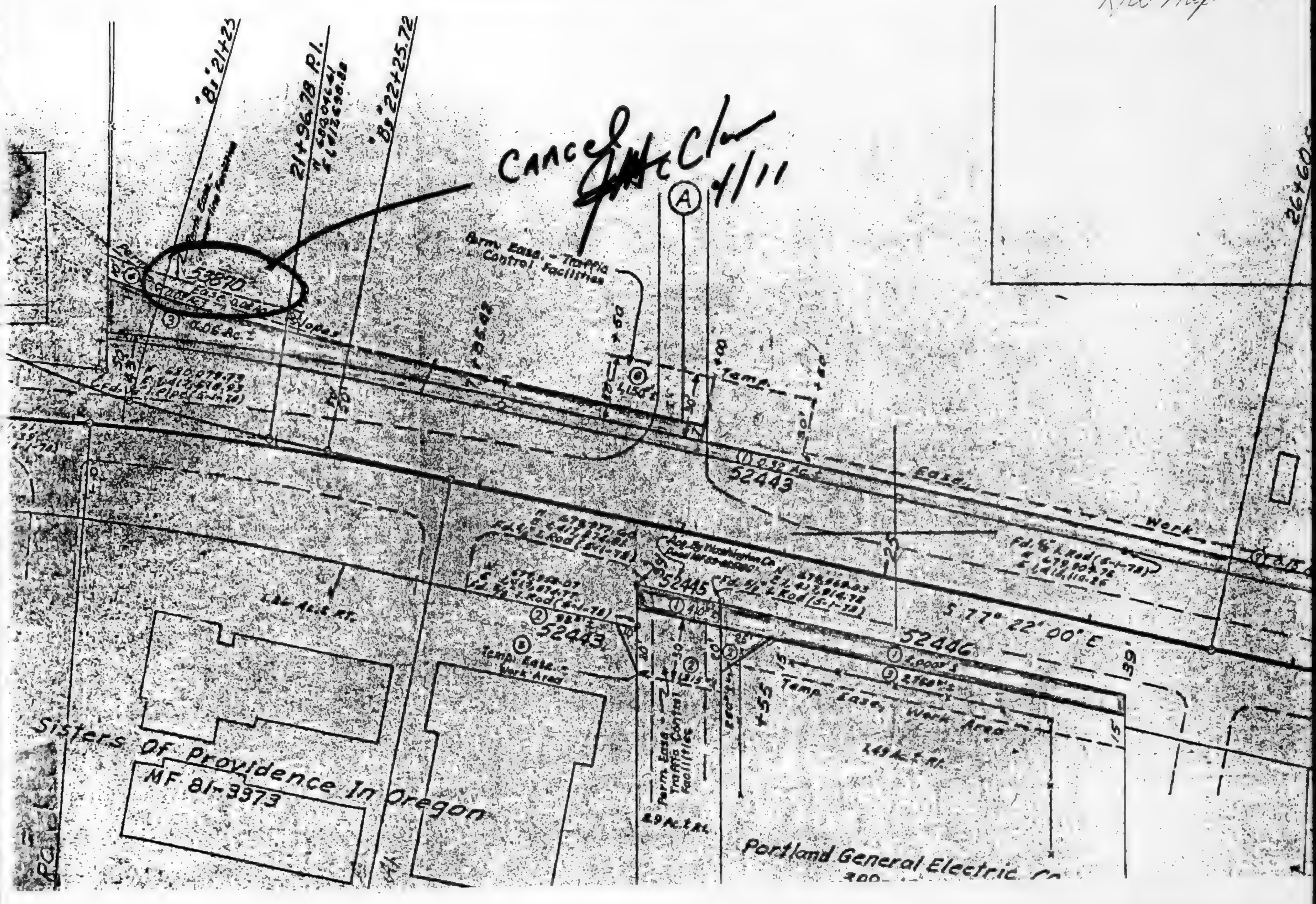
This was agreed to by P.G.E. by phone 4/3/84

THIS P.G.E. U.G. Cable To be relocated to north side of proposed sidewalk.

P.G.E. Underground Cable

t. Type "A" Dwys-3 (Total)
No. 2077 B

R/W Map 1A-

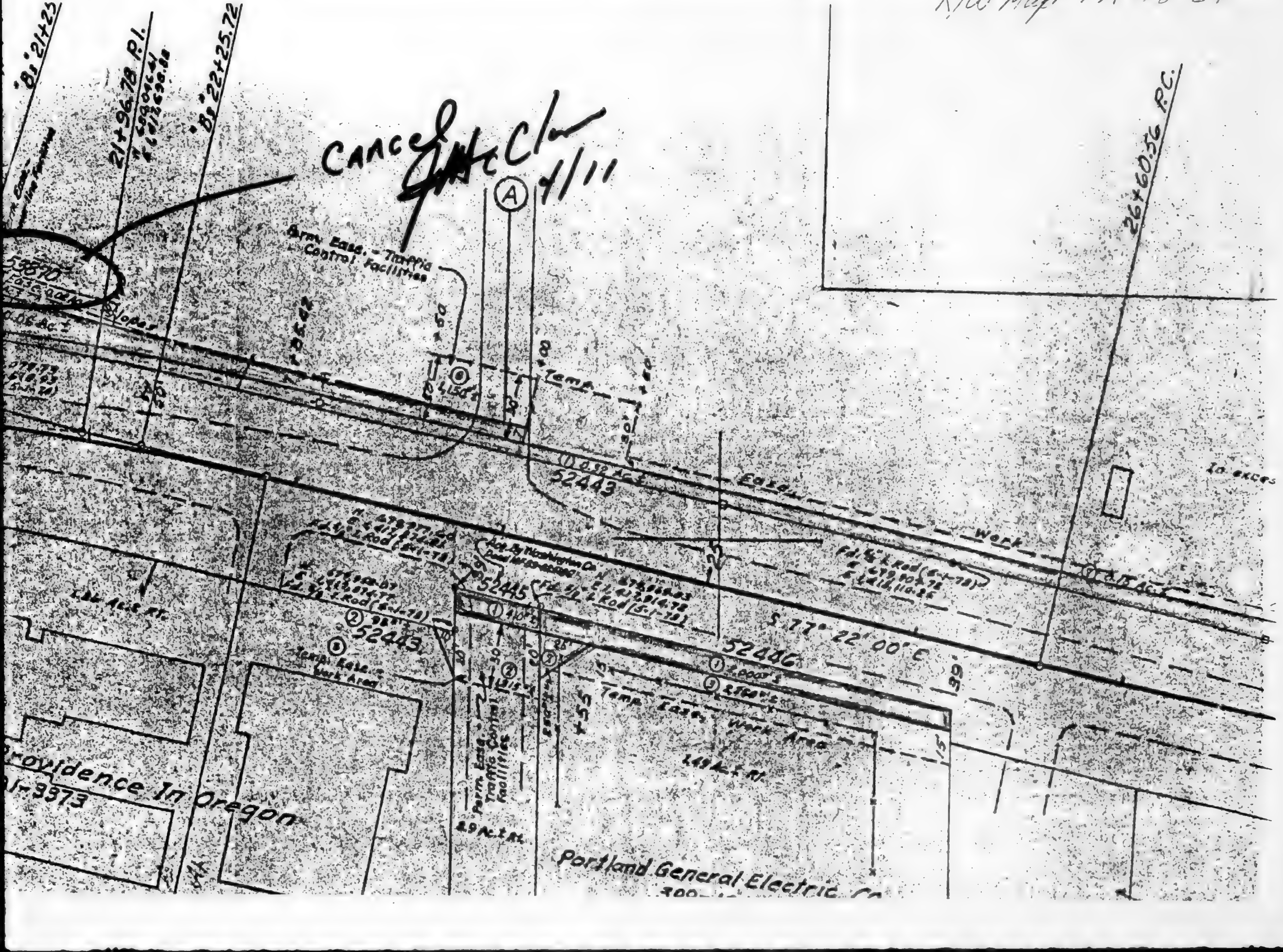


"B" 21+23
21+96.78 P.I.
N 680,046.41
E 1,412,690.88
"B" 22+25.72
26+60
Perm. Ease. – Traffic
Control Facilities
53870
Perm. Ease.
③ 0.06 Ac. ±
Slopes
N 680,079.73
E 1,412,496.03
Fd. 5/8" I. Pipe (6-1-78)
Ⓐ
④ 4150'±
Temp.
① 0.39 Ac. ±
52443
Ease.
Work
Fd. 5/8" I. Rod (6-1-78)
N 679,904.76
E 1,413,110.26
N 679,771.00
E 1,412,874.81
Fd. 5/8" I. Rod (6-1-78)
Set by Washington Co.
N 679,865.03
E 1,412,914.72
Fd. 5/8" I. Rod (6-1-78)
52445
① 410'±
② 99'±
52443
④ Temp. Ease. – Work Area
② 1315'±
Perm. Ease. – Traffic Control Facilities
+55
S 77° 22' 00" E
52446
① 2,000'±
③ 2560'±
Temp. Ease. Work Area
2.49 Ac. ± Rt.
39
15
2.9 Ac. ± Rt.
Sisters Of Providence In Oregon
MF 81-3373
Portland General Electric Co.

CANCEL

4/1/11

R/W Map 1A-18-24



CANCEL
4/11
Ⓐ
Perm. Ease. - Traffic Control Facilities
B2 21+23
21+96.78 P.I.
B2 22+25.72
26+60.56 P.C.
52443
52445
52446
52443
S 77° 22' 00" E
Temp. Ease. Work Area
Temp. Ease. Work Area
Perm. Ease. Traffic Control Facilities
Temp.
Ease. Work
2.49 Ac. ± Rt.
2.9 Ac. ± Rt.
Fd. ½" I. Rod
Slopes
Portland General Electric Co.
Providence In Oregon

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-27-2(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00026

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig to 3/30

RECEIVED
STATE HWY ENGR
MAR 30 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE 3/28/84

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:
Beaverton/Tigard Highway Interchange Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program Change - See Below

13. REMARKS

As requested in Mr. Potter's letter of 3/26/84 I approve the revised Preliminary Engineering costs to a TEC of $500,000 - Federal Funds $425,000.

(Increase TEC $205,800 - Federal Funds $175,000 Appropriation Code 580)

14. DATE 3/28/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: March 26, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project No. IX-27-2(5)
Beaverton/Tigard Hwy. Interchange Sec.
Sunset Highway
Washington County

I request authorization to proceed with the balance of preliminary engineering costs as programmed on the subject project as follows:

	Appn. Code	Total Cost	Federal Funds	Pro Rate
Present Obligation	823	$294,200.00	$250,000.00	85%
Balance of Obligation	580	205,800.00	175,000.00	85%
TOTAL		$500.000.00	$425,000.00	

The original request of November 9, 1979 limited the amount of obligation based on fund limitations as well as environmental documents.

CL:blz

cc: F. Terpin
K. Bunk
G. Zehner
General Files

Form 734-3122

7765 41

ROAD DESIGN SECTION

DES 16

Jerry Backstrand, P.E.
Bridge Design Engineer

February 17, 1984

Donald R. Adams, P.E.
Final Design Engineer

Beaverton-Tigard Highway Interchange
Sunset Highway
Washington County

Overhead sign support design for the above section is required.

Please prepare design, plans and weights of the sign support structures and return a copy to us.

Attached is one set of cross-sections of the required locations as listed below. Also noted is the type of support needed.

Cantilever Sign Structure, Station "EB" 3181+00 Rt.
Cantilever Sign Structure, Station "L2" 3194+25 Rt.
Cantilever Sign Structure, Station "L2" 3207+75 Lt.
Cantilever Sign Structure, Station "L2" 3219+00 Lt.
Sign Bridge, Station "L2" 3204+00 Lt.
Sign Bridge, Station "L2" 3211+25 Lt.
Sign Bridge, Station "BS2" 86+60
Sign Bridge, Station "B3" 15+35
Sign Bridge, Station "BTB2" 86+25
Sign Bridge, Station "L" 91+00 Lt.
Structure Mount - S.W. Camelot Court Westbound
Structure Mount - Sunset Highway Structure Southbound
Structure Mount - Sunset Highway Structure Northbound
Structure Mount - Parkway Structure Northbound

All signs are to be illuminated. Please provide information to Illumination Unit for their use.

WGB:ja

Attachments

cc Andy Anderson
(copy) Norm Cuno

RECEIVED
FEB 21 1984
ROAD DESIGN SECTION

[illegible]
Anderson
Adams
[illegible]
Edwards
[illegible]
[illegible] VA
[illegible]

Do Not File ☐
Return To
Bring Up ____/____/____
Action

9265

Cuno 47

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 24-1

TO: Norman Mann
Design Supervisor

DATE: January 26, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Sign Plans
Beaverton/Tigard Highway Interchange Section
Sunset Highway
Washington County

Attached are three copies of the approved permanent sign study plan for the noted project.

This work should be included with the grading, paving, structure, illumination and signal project scheduled for the June 28, 1984 contract letting.

L E George

L. E. George
Traffic Engineer

ELS:dc
Attachment

cc: E. L. Hardt
Ron Failmezger
W. W. Geibel

Versteeg
I Anderson A
Adams
Macnab
Stoudenmeyer
Turpin
Trout
Wakarlig

RECEIVED
JAN 27 1984
ROAD DESIGN SECTION

Do Not File L
Return To
Bring Up ..../..../....
Action

Cuno No

NOTE.
A. ANDERSON

1 set of plans kept by Anderson.

61-125-1307

1984 Beaverton/Tigard Hwy. 9865
Intchge. Sec, Sunset Hwy. (gr,
pav, str, sign, ill, sig.) #2

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7-10

TO: W. J. Hart
Bridge Engineer

DATE: November 22, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Illumination
Beaverton-Tigard Highway Interchange

We have reviewed the above named interchange for roadway illumination using the "Guidelines for Illumination".

Beaverton-Tigard Highway Interchange meets warrants for complete interchange illumination and it is currently being illuminated with tower illumination. The interchange is being reconstructed with traffic signals being installed and proposed transitway facilities. We recommend that the illumination be redesigned for this interchange.

A copy of the necessary approval is attached.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

VLT:ds
Attachment

cc: E. S. Hunter
J. H. Versteeg
E. L. Hardt
Gary A. Potter

RECEIVED
TECHNICAL SERVICES
NOV 23 '83
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

CON 21-4
Sunset
-4

STATE OF OREGON

INTEROFFICE MEMO
DES 14

TO: H. S. Coulter
State Highway Engineer

DATE: November 14, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Beaverton/Tigard Highway Interchange
Proposed Illumination

We have reviewed the above named interchange for roadway illumination using the "Guidelines for Illumination".

Beaverton/Tigard Highway Interchange meets warrants for complete interchange illumination and it is currently being illuminated by tower illumination. Because this interchange is being reconstructed, we recommend that the existing illumination be removed and that the illumination be redesigned for this interchange.

We request your approval to redesign and install this illumination as part of this project.

L E George
L. E. George
Traffic Engineer

VLT/dc

RECEIVED
STATE HWY ENGR
NOV 15 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 11-16-83

11-16
cy George
TAA

81-125-1387

Contains Recycled Materials

47

ROAD DESIGN - HIGHWAY DES 16

Jerry Backstrand
Assistant Bridge Engineer

November 2, 1983

Donald R. Adams, P.E.
Final Design Engineer

Beaverton/Tigard Hwy. Interchange
Sunset Hwy.
Washington County

Will you design two retaining walls and an impact attenuator for this project? The walls shown on the attached sketch are located:

Sta. "L" 3196± to Sta. "L" 3200±, Lt.
Sta. "SPB^2" 3198± to Sta. SPB^2 3202± Lt.

The impact attenuator is located at Sta. "L" 3201± Lt.

You can contact Bud Mann for cross section and other information you may need.

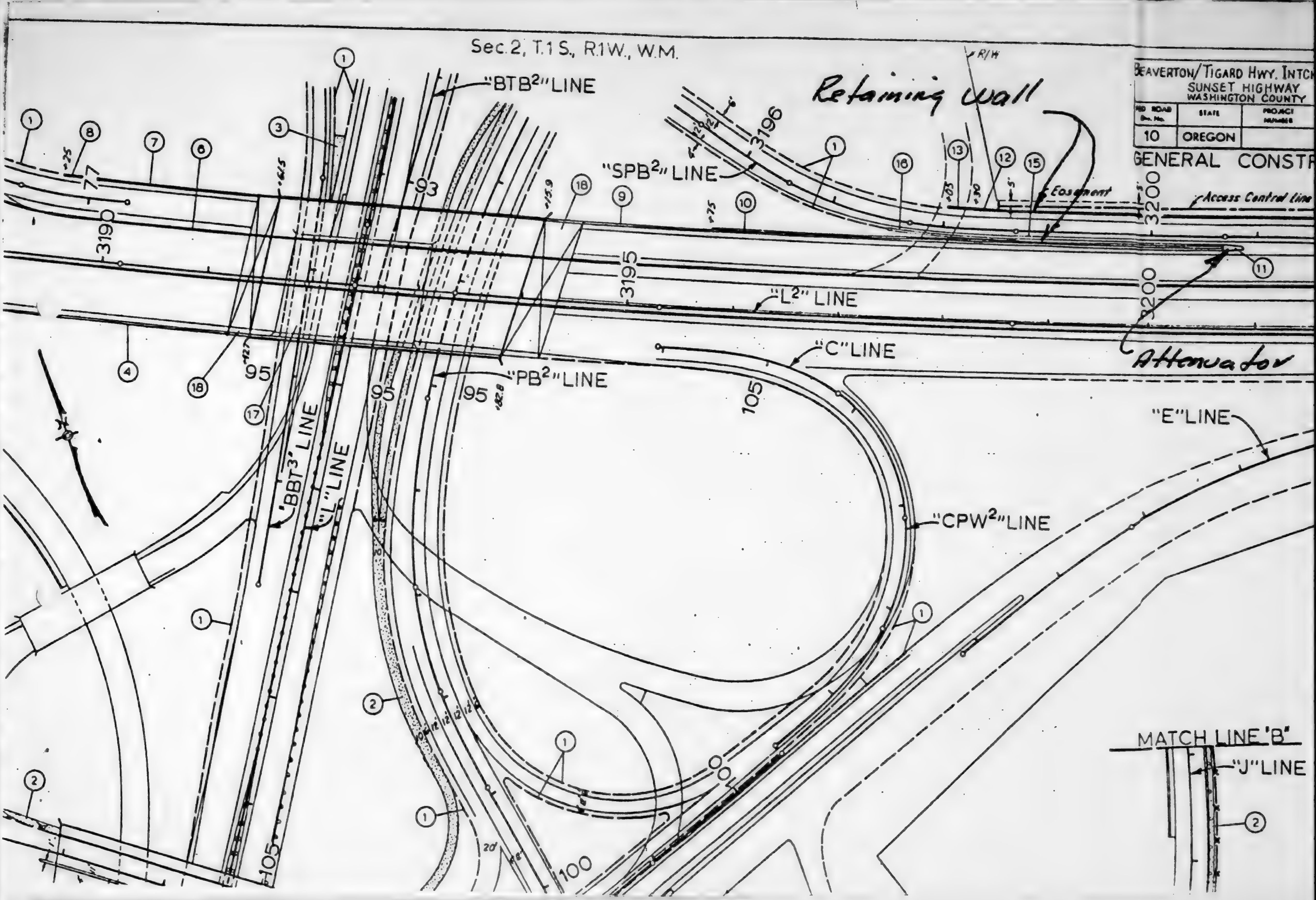
DRA:mg

cc: N. E. Mann w/o attachment cy
cmc

1 Versteeg ✓
Anderson
Adams
Macnab
[illegible]
Turpin
Trost
[illegible]

RECEIVED
NOV 03 1983
ROAD DESIGN
SECTION

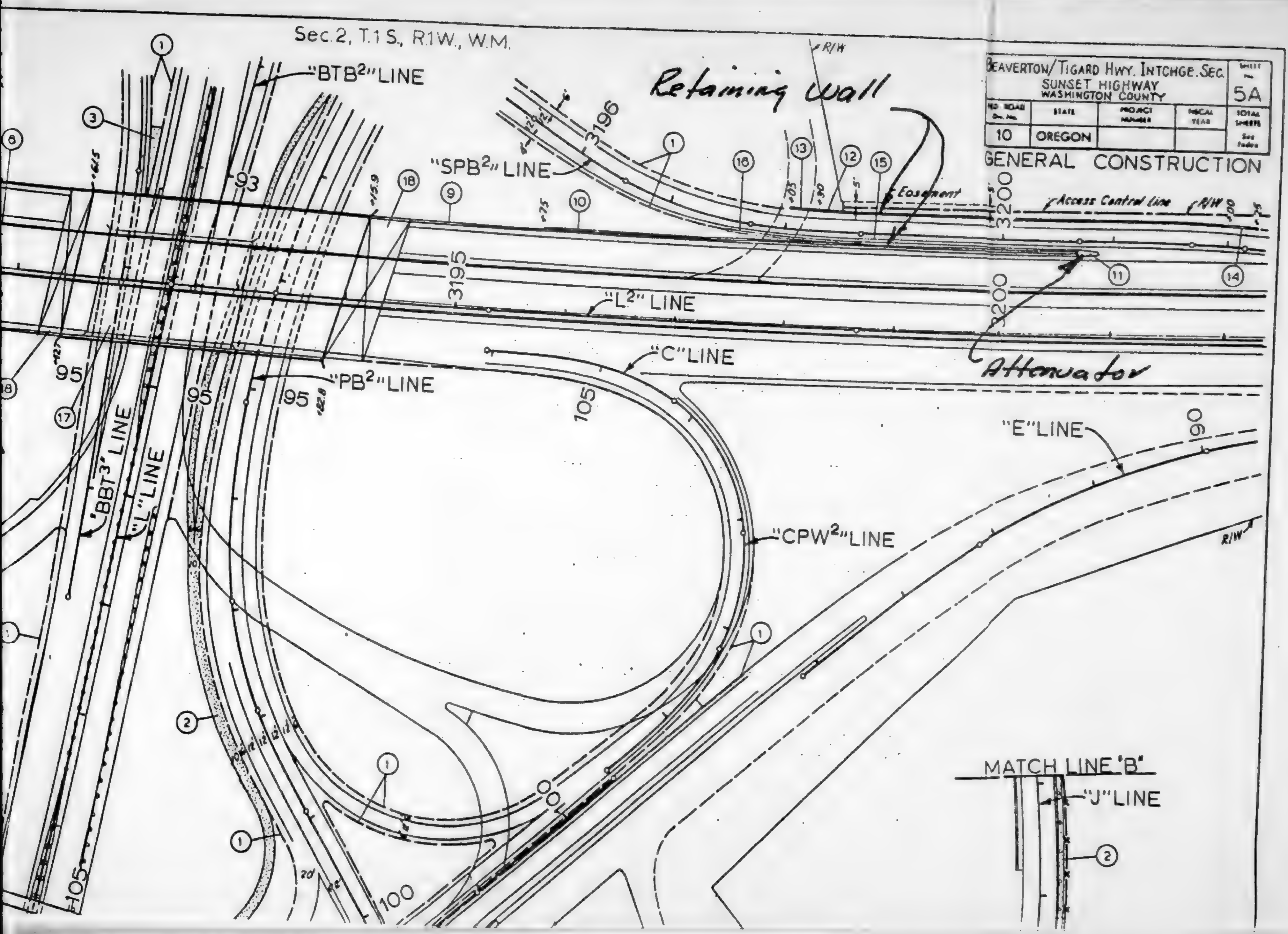
Do Not File ☐
Return To
Bring Up / /
Action


Sec. 2, T. 1 S., R. 1 W., W.M.
"BTB²" LINE
"SPB²" LINE
"L²" LINE
"C" LINE
"PB²" LINE
"BBT³" LINE
"L" LINE
"E" LINE
"CPW²" LINE
MATCH LINE 'B'
"J" LINE
Retaining Wall
Easement
Access Control Line
Attenuator
R/W
3190
3195
3196
3200
3200
77
93
95
95
95
105
105
100
① ② ③ ④ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑮ ⑯ ⑰ ⑱

BEAVERTON/TIGARD HWY. INTCH
SUNSET HIGHWAY
WASHINGTON COUNTY

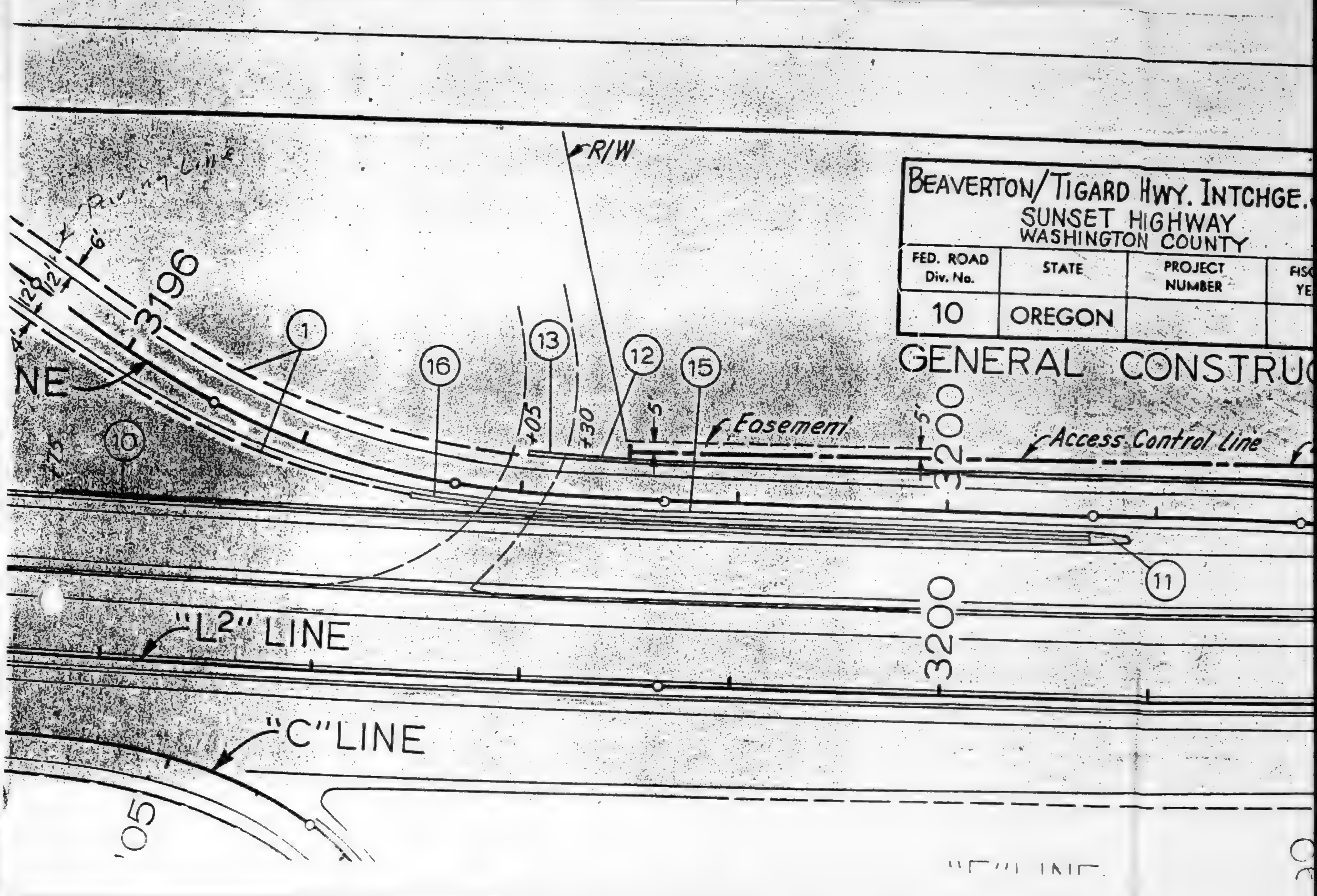
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER
10	OREGON	

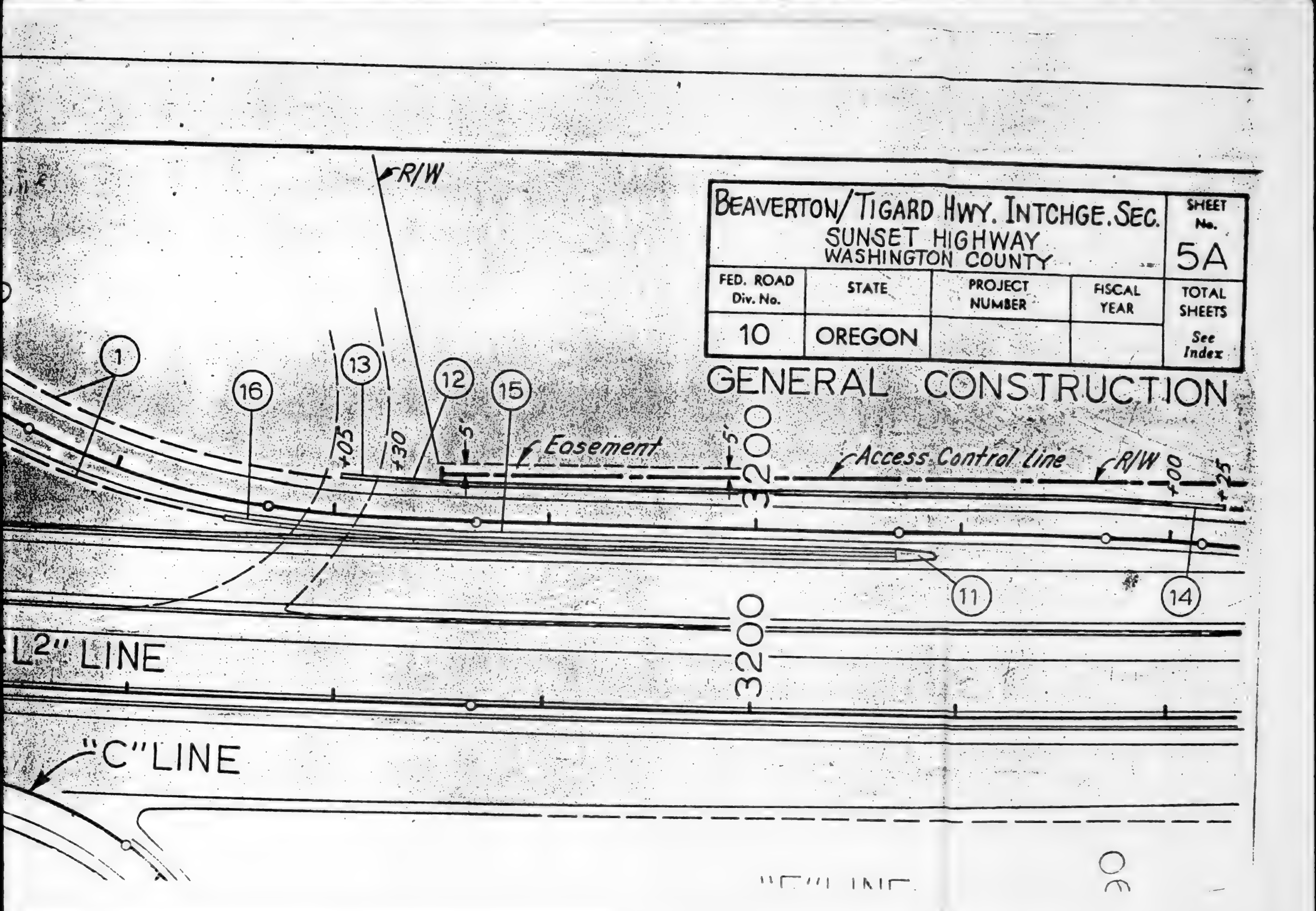
GENERAL CONSTR


Sec. 2, T.1 S., R.1 W., W.M.
"BTB²" LINE
"SPB²" LINE
"L²" LINE
"C" LINE
"PB²" LINE
"BBT³" LINE
"L" LINE
"CPW²" LINE
"E" LINE
MATCH LINE 'B'
"J" LINE
Retaining Wall
Easement
Access Control Line
R/W
Attenuator
3195
3196
3200
3200
93
95
95
95
95
105
105
90
100
100
1
2
3
6
8
9
10
11
12
13
14
15
16
17
18

BEAVERTON/TIGARD HWY. INTCHGE. SEC. SUNSET HIGHWAY WASHINGTON COUNTY				SHEET No. 5A
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

GENERAL CONSTRUCTION

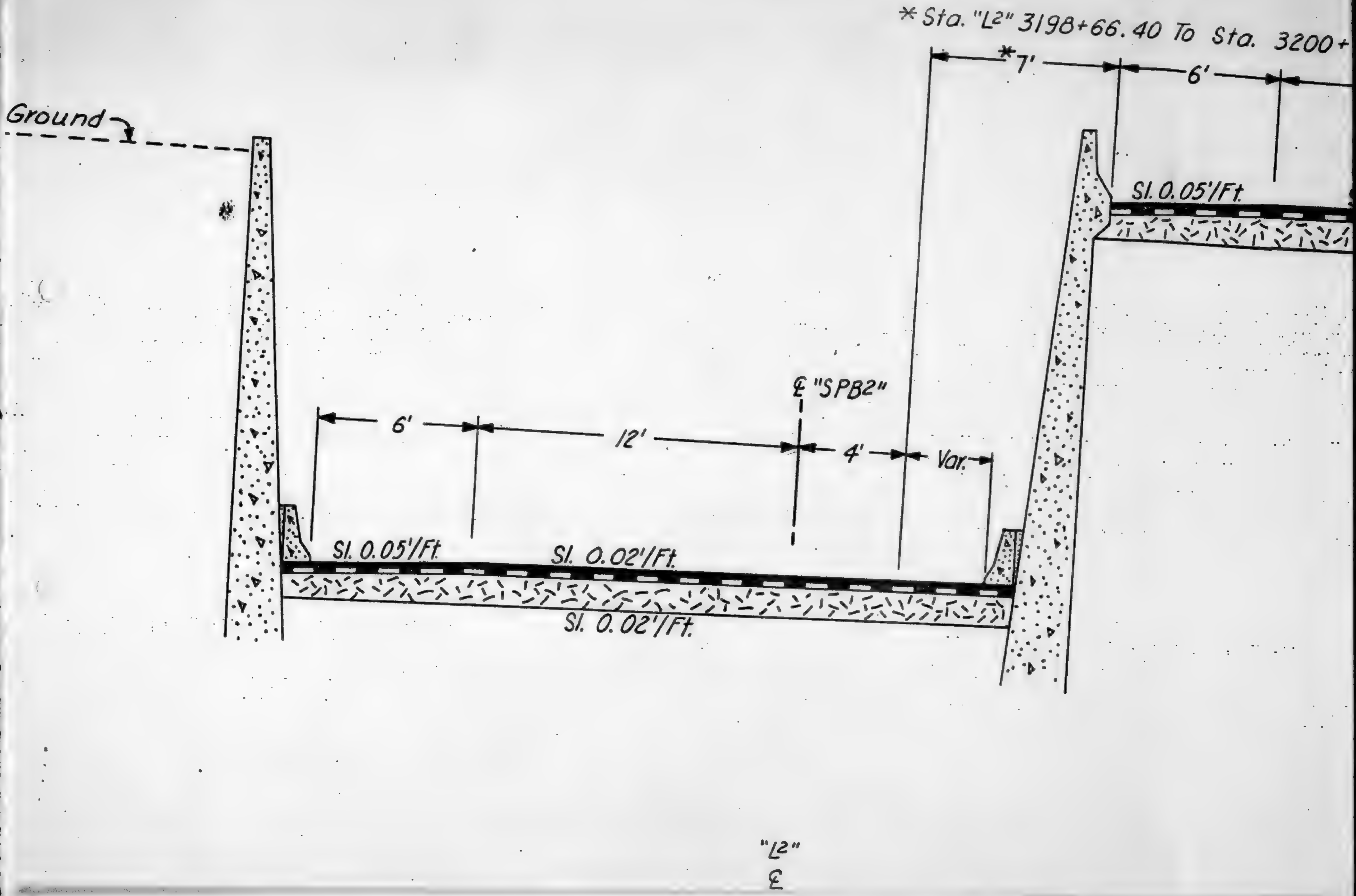


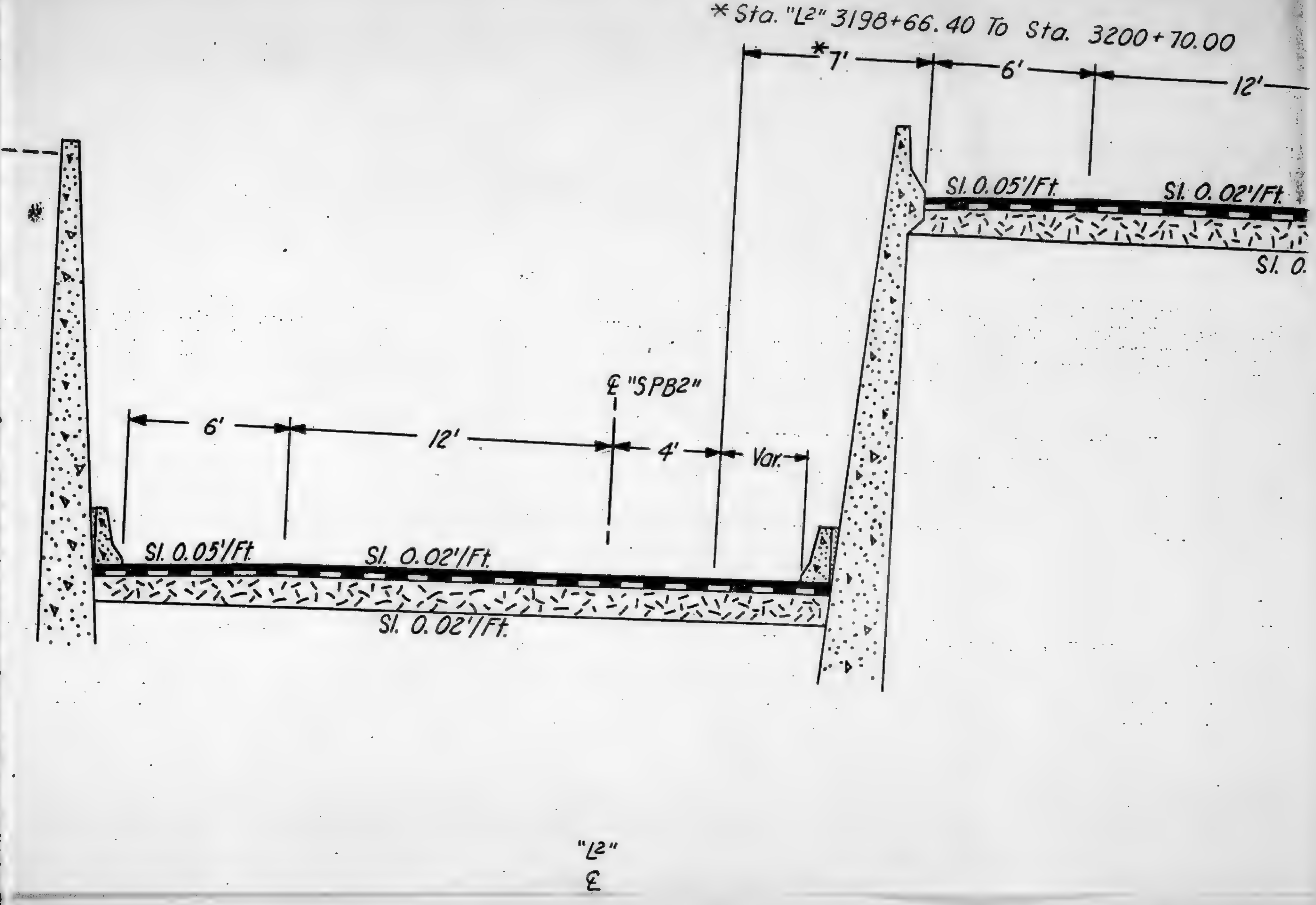


BEAVERTON/TIGARD HWY. INTCHGE. SEC. SUNSET HIGHWAY WASHINGTON COUNTY				SHEET No. 5A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

GENERAL CONSTRUCTION

R/W
1
16
13
12
15
+05
+30
5'
5'
Easement
3200
Access Control Line
R/W
+00
+25
11
14
3200
L2" LINE
"C" LINE
30


* Sta. "L2" 3198+66. 40 To Sta. 3200+
*7'
6'
Ground
Sl. 0.05'/Ft.
℄ "SPB2"
6'
12'
4'
Var.
Sl. 0.05'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
"L2"
℄



* Sta. "L2" 3198+66.40 To Sta. 3200+70.00
*7'
6'
12'
Sl. 0.05'/Ft.
Sl. 0.02'/Ft.
Sl. 0.
℄ "SPB2"
6'
12'
4'
Var.
Sl. 0.05'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
"L2"
℄

41

ROAD DESIGN - HIGHWAY   DES 16

Ted Spence
Plan and Program Manager   October 26, 1983

Donald R. Adams, P.E.
Final Design Engineer

Beaverton/Tigard Hwy. Interchange
Sunset Hwy.
Washington County

At your request, we are sending you a copy of our latest estimate on this project.

You will note that this $8.4 million estimate is considerably below the planning estimate of $16 million that is being carried on the program.

We do not have copies of the planning estimate with which we can compare, but we surmise this difference is due to:

1. Reduced prices that have occurred the past year or two.
2. A reduction in cost, due to building a total project rather than building it in two phases.
3. Firmer quantities.

It should be noted that prices for temporary protection and direction of traffic, signing, illumination and soundwalls are "soft" but have been conservatively estimated pending better information availability for firm estimates.

DRA:mg

Attachments

cc: E. L. Hardt w/attachments
Gary Potter w/attachments

cep 10/28
mc

RECEIVED
OCT 28 1983
ROAD DESIGN SECTION

1 Versteeg ✓
Anderson
Adams
Macnab
V Stoudemeyer
Terpin
Trent
Wakerlig

Do Not File ☐
Return To
Bring Up
Action

O..GON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

tion Beaverton/Tigard Interchange
hway Sunset County Washington Prefix 34-1917
gth 1.3mi. Miles Designer Cuno Date 10-10-83
gned Title

Grading & Drainage	$ 1,610,195.00
Surfacing	$ 1,663,055.00

~~Extra~~ Other Work

Traffic Signals	$ 400,000.00
Illumination	$ 200,000.00
Signing	$ 300,000.00
Landscaping, Seeding & Mulch	$ 200,000.00
Sound Mound & Wall	$ 40,000
[illegible] where prices	$
[illegible] Incl.	
Pr. 1. & Dic. [illegible] Traffic	$
[illegible] & Signing	$
	$
	$

TOTAL ~~Extra~~ Other WORK	$ ~~1,100,000.00~~ 1140,000
TOTAL	$ ~~4,373,250.00~~ 4,413,250.
+20% Engineering and Contingencies	$ ~~874,750.00~~ 886,750

Structures

Bikeway Str.	$ 113,000.00
"BBT²" Str.	$ 444,000.00
Mainline Str.	$ 2,328,000.00
Retaining Walls	$ 225,000.00

TOTAL STRUCTURES	$ 3,110,000.00
Right of Way	$ —
TOTAL ESTIMATED COST	$ 8,410,000.00 ~~8,758,000.00~~

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date 10-10-83

Section Beaverton/Tigard Intchge
County Washington
Kind Of Work Grading, Paving, Drainage, Structures Length 1.3 mi. Name Cuno

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization		All			$350,000^{00}$
Temp. Prot. & Dir. of Traffic		All			$225,000^{00}$
Removal Of Structures & Obstructions		All			$80,000^{00}$
Ditch Exc.		Cu. Yd.	90	8^{00}	720^{00}
General Exc.		Cu. Yd.	233,950	3^{00}	$701,850^{00}$
Finishing Roadbed & Slopes		All			$10,500^{00}$
Trench Exc.		Cu. Yd.	7660	8^{00}	$61,280^{00}$
Watering		M-Gal.	1200	8^{00}	9600^{00}
Structural Exc.		Cu. Yd.	12,000	12^{00}	$144,000^{00}$
Treated Base	------	Ton	49,875	11^{00}	$548,625^{00}$
Cement In Treated Base		Ton	2750	65^{00}	$178,750^{00}$
Asphalt In Seal		Ton	85	220^{00}	$18,700^{00}$
Class "B" Asph. Conc. Mix		Ton	16,510	14^{00}	$231,140^{00}$
Asph. Cement In Mix		Ton	1065	168^{00}	$178,920^{00}$
Asph. In Tack Coat		Ton	21	220^{00}	4620^{00}
12" Sewer Pipe		Lin. Ft.	11,650	10^{00}	$116,500^{00}$
15" Sewer Pipe		Lin. Ft.	1630	12^{00}	$19,560^{00}$
18" Sewer Pipe		Lin. Ft.	665	15^{00}	9975^{00}
21" Sewer Pipe		Lin. Ft.	345	18^{00}	6210^{00}
Extra For Pipe Under Pavement		Lin. Ft.	2600	10^{00}	$26,000^{00}$
Concrete Manholes		Ea.	32	1200^{00}	$38,400^{00}$
Concrete Inlets, Type CG-2		Ea.	94	375^{00}	$35,250^{00}$

EGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date
Section
County
Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Concrete Barrier		Lin. Ft.	5800	19^{00}	$110,200^{00}$
	Concrete Barrier, Non Standard		Lin. Ft.	860	40^{00}	$34,400^{00}$
	Conc. Barrier to Type C Curb Transition		Lin. Ft.	125	15^{00}	1875^{00}
	Impact Attenuator		Ea.	1	$20,000^{00}$	$20,000^{00}$
	Concrete Walk		Sq. Yd.	2225	11^{00}	$24,475^{00}$
	Concrete Driveway		Sq. Yd.	100	16^{00}	1600^{00}
	Concrete Curb		Lin. Ft.	22,500	3^{50}	$78,750^{00}$
	Concrete In Islands		Cu. Yd.	40	125^{00}	$5,000^{00}$
	Adjust Manholes		Ea.	2	175^{00}	350^{00}
	Delineators		Ea.	50	20^{00}	1000^{00}

9905

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: R/W Project IX-27-2(14)
Beaverton-Tigard Hwy Interchange
Sunset Highway - Files 52875, 52876, and
52902 (Peterkort)

Date: October 25, 1983

From: Division Administrator

Reply to Attn. of: HRW.1-OR/

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

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STATE HWY ENGR
OCT 26 '83
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S Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

A recent review on project IX-27-2(14) by this office has raised a number of questions on the adequacy of the appraisals and appraisal review concerning the subject parcels.

Our initial concern centers around the wide divergencies in the value estimates by appraisers Branan and Buettner due to their differing highest and best use determinations. Prior to using those appraisals as a basis for settlement with the property owner, we request that a third appraisal be obtained on each file.

Boyd
Pls
Reply
ESK
10-28 83

Subsequent review of those appraisals and re-evaluation of Branan's and Buettner's appraisals will need to address a number of items, some of which require additional work on the current appraisals. The review will also need to adequately resolve the wide divergency exhibited by those appraisals.

Those items that need addressing in Branan's appraisal are as follows:

1. No assurances could be found in the report that all increases in value to the subject property prior to the valuation date, caused by the project or the likelihood of the project, had been disregarded.

2. The appraisal certificate used by the appraiser is unacceptable for use on Federal-aid projects.

3. There is a lack of market evidence and/or analysis to support the contributory effect of the greenhouses and related improvements under the assembled highest and best use premise.

4. The cost-to-cure items and access roadway easement compensation all appear to be inconsistent with the appraiser's highest and best use premise. Additionally, it would appear that special benefits apply to a larger area than that which Branan indicates, thereby off-setting all compensation for damages.

5. There needs to be further evaluation of the ownerships independently of each other in addition to being valued as assembled properties.

6. Overall, this approved appraisal fails to adequately substantiate

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FOR
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the conclusions of the writer in arriving at the value for the commercial land. In addition, no logical basis is provided or known that would support the valuation of the 15.5 acre taking at a higher value than the adjacent commercial land in the before situation.

Buettner's appraisals also should be re-evaluated in a number of areas; those being:

1. The adequacy of the data and analysis provided in support of the current uses as the highest and best use in the before situation.

2. The reviewer needs to address the overall poor quality of the appraisals, including the maps and exhibits and the facts and analysis used to explain and thereby document the estimates of just compensation.

It was noted that Buettner's inspection of the subject property and thus the valuation date for file 52875 was made more than two months prior to the date that the report was written. The appraisers should be reminded that their appraisal valuation dates must be as close to the written date as possible thereby providing a current value for review purposes.

Please address all of the above items in your subsequent work on the subject files.

John D Wickman
for Dale E. Wilken

cc:
OSHD (R. Hansen, R/W)
OSHD (J. B. Boyd, R/W)

1

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

September 9, 1983

Howard Harris
Department of Environmental Quality
P.O. Box 1760
Portland, OR 97207

RE: Indirect Source Construction Permit Application
Beaverton/Tigard Highway Interchange
Sunset Highway
Washington County

Dear Mr. Harris:

Attached is our application for an Indirect Source Construction Permit for the subject project. Also attached is the air quality report, which includes an indirect source permit application checklist in Appendix G. The alternative listed as Alternative 3 in the air quality report was selected for construction. Please review and process the application pursuant to OAR 340-20-100 through 340-20-135. Tim Thex is available to discuss the report with you if you have any questions.

Sincerely,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section
412 Transportation Building
Salem, OR 97310

CMG:TT:lm

Attachments

bc: E. S. Hunter w/attach
E. L. Hardt w/attach
Tim Thex w/attach

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TECHNICAL SERVICE
SEP 9 '83
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FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

partment of Environmental Qual
Air Quality Division
522 Southwest Fifth Avenue, Portland, OR 97204
Mailing Address: Box 1760, Portland, OR 97207

INDIRECT SOURCE CONSTRUCTION PERMIT APPLICATION

APPLICATION TO: ( ) Construct a New Indirect Source
(X) Modify an Existing Indirect Source

An Indirect Source Construction Permit shall be applied for at least 90 days in advance of the anticipated shart of construction. The Department may request additional information within 15 days of receipt of this application. The Department will act to approve or deny a completed application within 60 days after receipt of the completed application.

1. Project Information

Project Name Beaverton/Tigard Highway Interchange

Address of Project Sunset Highway (Street) Beaverton (City) OR (State) (Zip)

Nature of Business Highway Construction

Estimated Construction Date January 1983 No. of Parking Spaces NA

(Please include information requested pursuant to OAR 340-20-100 through 20-135)

(For parking permits, see the second page of this form)*

2. Applicant Information (Permit will be issued to this person, agency or business)

Business Name Oregon Department of Transportation - Highway Division

Mailing Address 412 Transportation Building (Street) Salem (City) OR (State) 97310 (Zip)

Responsible Person to Contact Cam Gilmour (378-8486) Title Manager, Env. Section

Other Person Who May Be Contacted Tim Thex (378-8486) Title Coordinating Engineer Environmental Section

Corporation ( ) Partnership ( ) Individual ( ) Government Agency (XX)

Signature of Applicant Campbell M. Gilmour (owner, operator, or developer) Date

Title Phone

3. Consultant Information (If representing applicant)

Business Name

Mailing Address (Street) (City) (State) (Zip)

Responsible Person to Contact Title

Other Person Who May Be Contacted Title

Where carbon monoxide air quality standards are projected to be violated in 1983, all projects will be evaluated for approvability on the basis of whether or not their contribution, or incremental increase to a carbon monoxide 8 hour average standard violation is no greater than 0.5 mg/m^3 8 hour average concentration.

AIPA (8/79)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DES 23
6980A,16637,
9607A

In Reply Refer to
File No.:

TO: Mr. Dale Wilken
Division Administrator
Federal Highway Administration

September 8, 1983

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Beaverton-Tigard Intchg. Structures
Beaverton-Tigard Intchg. Section
Sunset Highway
Washington County
Bridges 6980A,16637,.9607A

Enclosed are five reduced prints of Drawings 38669, 38670, 38137, 38439, 38007 through 38009 which are the preliminary plan and elevation and vicinity maps for these structures. Copies of the Foundation Report will be sent to you as soon as they are available.

The alignment, roadway width and bikeway are in accordance with the standards governing the project. The structure types were chosen for their economy and suitability to the site conditions. The bikeway structure type was chosen to blend architecturally with the adjacent Parkway Street Structure.

The Beaverton-Tigard Highway Overcrossing structure will be constructed in three stages to allow removal of the existing bridge while maintaining traffic on the Sunset Highway. Proposed traffic and construction stages are shown on Drawing 38670.

The estimated cost for the structures, including an allowance for engineering and contingencies, is:

Bridge 6980A	$2,328,000
16637	444,000
9607A	113,000
TOTAL	$2,885,000

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Form 734-3122

We request your approval of our preliminary plans.

Encl.

cc ~~E. S. Hunter~~
Gary Potter
Don Adams /w/ 1
E. L. Hardt /w/ 2
Cam Gilmour /w/ 1
John Grassman /w/ 1
Bob Sandmann /w/ 2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 8, 1983

In Reply Refer to
File No. CON

The Honorable Victor Atiyeh
Governor of Oregon
State Capitol
Salem, OR 97310

Copy 8
Cod 21
Wash. Co

Beaverton/Tigard Highway Interchange
Sunset Highway, Washington County

Fred Miller asked me to respond to your question regarding this project. It is scheduled to be contracted in the spring of 1984. The project will increase the capacity and improve safety for traffic using the interchange.

The improvement is necessary to serve traffic demand resulting from urban growth occurring in the area. The improvements will result in a larger interchange, incorporating new ramps and travel lanes. In addition, the project is being designed to allow Barnes Road to eventually be extended through a 250-acre tract of developable land northwest of the interchange. This extension is planned by Washington County. The project is in the final stages of design, and right-of-way acquisition is under way.

Construction work now occurring in the interchange area is in conjunction with an improvement of Barnes Road under a separate contract that includes construction of a storm water detention basin in the area of the Beaverton/Tigard Highway Interchange. The Highway Division is administering construction work for Washington County.

Please let me know if you have any questions or require additional information.

H. S. Coulter
State Highway Engineer

cc Fred D. Miller

bc E. S. Hunter
W. E. Schwartz
Cam Gilmour
E. L. Hardt

CMG:dm HSC:ia

Form 734-3122

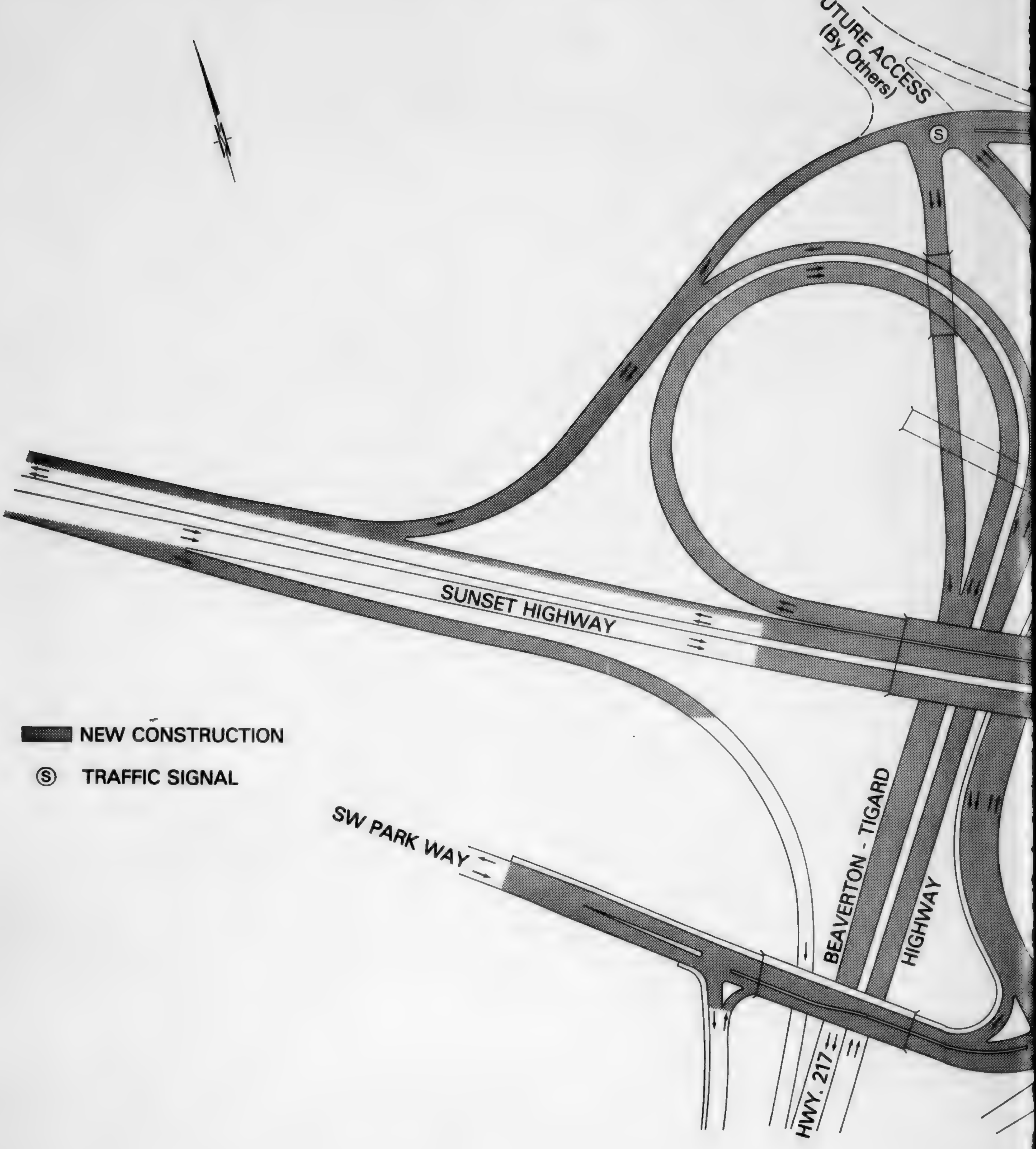
217/SUNSET

PURPOSE AND NEED

The purpose of the project is to increase the capacity and safety of the US 26/OR 217 Interchange and to better serve the expanding transportation demands generated by urban growth in the area. ~~Selected Alternative 2, Modified~~ It, also has the additional purpose of providing for a direct arterial connection for a county-proposed Barnes Road Extension from the interchange through a developable 250-acre tract, presently in agricultural use, northwest of the interchange. The connection will allow a greater potential for urban development of the area.

The south half of the US 26/OR 217 Interchange is presently constructed to handle freeway-to-freeway traffic. The north half, however, is essentially an improvisation on the original oblique junction of Barnes Road and US 26. It is no longer capable of efficiently and safely handling the traffic peaks being generated by massive urban development in Washington County. Since 1970, extensive residential development, with access to Barnes Road, has occurred north of US 26. St. Vincent Hospital, a major regional medical facility, is now located on Barnes Road, just east of the interchange, and generates large quantities of traffic.

For the large traffic volumes now using the interchange, the lane-change section between the entrance and exit ramps on westbound US 26 is too short, interchange curves are too sharp, and conflicts among at-grade turning movements have become too great. The proposed project is intended to alleviate these problems. ~~However, the new arterial access is likely to attract additional traffic which will consume some of the increased capacity~~.

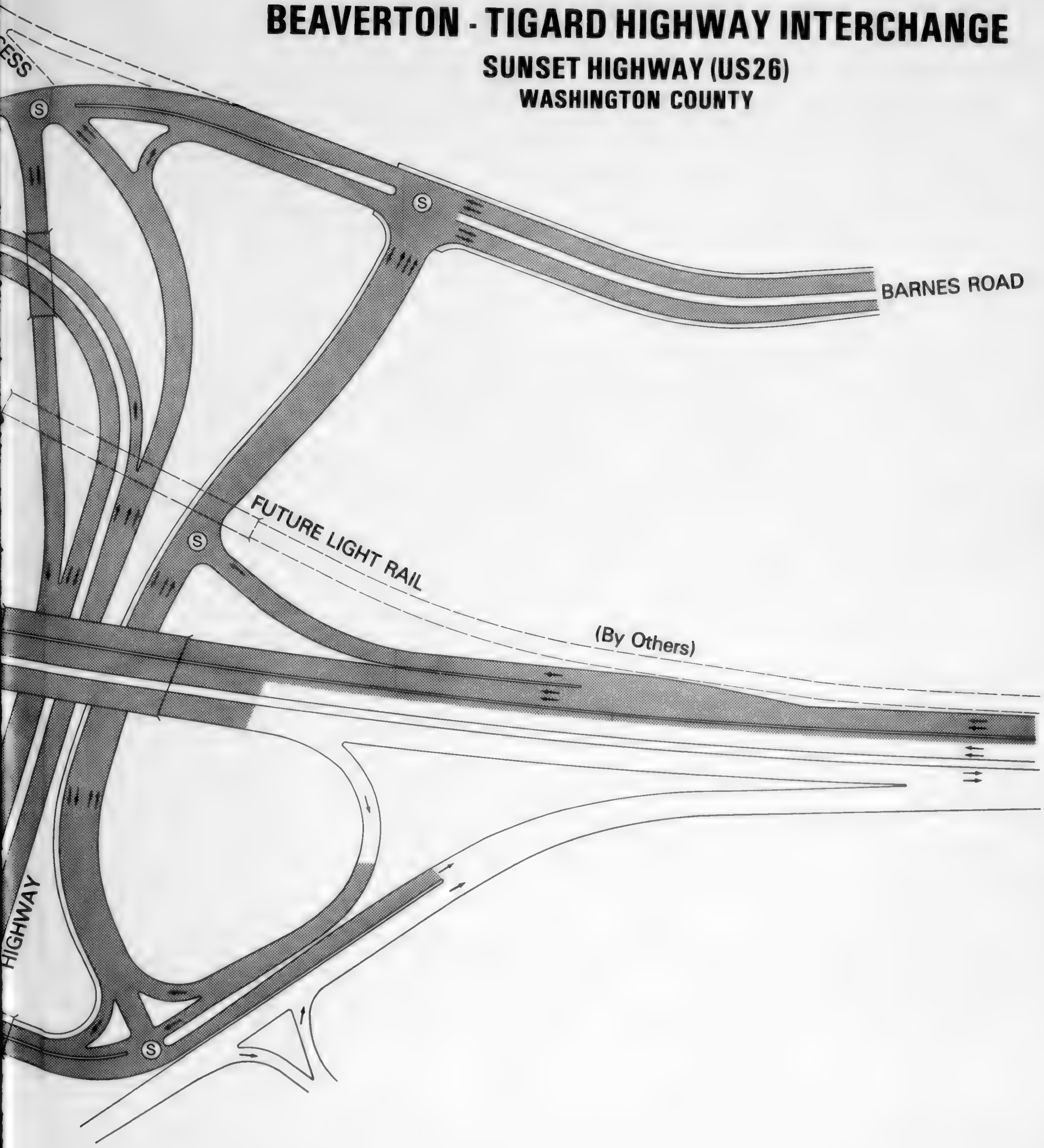

FUTURE ACCESS
(By Others)
S
SUNSET HIGHWAY
▨ NEW CONSTRUCTION
Ⓢ TRAFFIC SIGNAL
SW PARK WAY
BEAVERTON - TIGARD
HIGHWAY
HWY. 217

OREGON DEPARTMENT OF TRANSPORTATION

BEAVERTON - TIGARD HIGHWAY INTERCHANGE

SUNSET HIGHWAY (US26)

WASHINGTON COUNTY



CESS
S
S
BARNES ROAD
FUTURE LIGHT RAIL
S
(By Others)
HIGHWAY
S

Description of Status of Work at Highway 217/26 Interchange

Barnes Road Interchange
(Utilizes part of the 217 Interchange Property)

A storm water detention basin in the area of the interchange is currently under construction. This is a Washington County Facility. We are administering the project for the County.

217 Interchange Project

This project is scheduled to go to contract in early spring of 1984. At this point, we hope to incorporate some light rail features for use in the Westside Corridor, but this has not been formally decided.

We are now negotiating for the right-of-way with J. Peterkort and Company. The project is in the final stages of design; we are coordinating the design with Tri-Met.

Orig to Miller
7/8/83

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: June 21, 1983

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Metro Region Engineer

SUBJECT: SCHEDULE FOR SUNSET/217 INTERCHANGE PROJECT

Bob Bothman's June 8, 1983 memo on the contract schedule meeting shows that the Sunset/217 project has been delayed from Fiscal Second Quarter of 1984 to Fiscal Second Quarter of 1985. This delay is troublesome, since originally we had hoped that we could get at least a portion of this project contracted in Federal FY83 and lately had picked a target of having it all go to contract around the end of the year. Mr. Boyd's right-of-way effort is pointed towards that schedule. We have also been discussing with the other jurisdictions in the area the possibility of contracting the whole project around the end of the year with the aim of getting the total E4 allocation for the project available for that schedule.

Since my understanding was that the bridge design was the critical factor to the scheduling of the project, I discussed same with Walt Hart. He said that he could have the structure design ready on any time schedule that Mr. Boyd could meet. We agreed that that meant that Walt would have the structure design ready to go by the first couple of months in 1984, pointing towards, say, a February or March bid opening. The right-of-way situation is unclear at this moment, but as far as I know that schedule date is reasonable from Mr. Boyd's perspective. Last week I discussed with Don Adams the concept of combining both stages into one total contract and Don felt that the road plans could be ready in time for a late fall or end-of-the-year contract.

Based on all the above, I am requesting that Gary Potter correct the schedule to show a bid opening in February of 1984. If the Bridge Section, Design Section, or Right of Way Section have any problems with that schedule, I would like to hear about it.

ELH/hw/cp
cc R. N. Bothman
E. S. Hunter
W. E. Schwartz
Walt Hart
J. B. Boyd
Hal Versteeg
Gary Potter

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STATE HWY ENGR
JUN 23 '83
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NOTED
W. E. SCHWARTZ

81-123-1387

STATE OF OREGON
ROAD DESIGN SECTION

INTERUFFICE MEMO

PRO 3
DES 16

TO: Gary Potter, Manager
Program Section

DATE: June 9, 1983

FROM: Donald R. Adams
Final Design Engineer

SUBJECT: Beaverton-Tigard Highway Interchange
Sunset Highway

NOTED
E. S. HUNTER

The subject project is currently separated into two units. Both units total $16 million. Originally, the project was staged, mainly for funding considerations to reduce the impact of committing so much money to a single project at the cost of other regional projects dependent on Federal Interstate Transfer funding.

On further review and more detailed design work, we have determined it would be to our advantage to construct this project as a single contract. We have several reasons for combining this project. If it were staged into two units, as originally proposed, we would have a problem balancing our earthwork. Borrow material would have to be brought in to make our fills under the first unit and then a comparable amount of material would have to be wasted under the second unit construction. By combining the jobs, we eliminate the borrow/waste situation and simply move the dirt around within the project. If the job is built as two units, inefficient traffic patterns develop under Stage 1 and are left remaining until and during construction of Unit 2. Third, construction of the project as one contract allows us to get in and out more quickly and leave the area open for Tri-Met to begin their work on the light rail facilities that go through this same interchange. The final consideration is that the estimated cost of the project has now been reduced to somewhere in the neighborhood of $9 million (that figure I will firm up for you before the next schedule meeting) as opposed to $16 million. This is not necessarily attributed to the effect of combining the projects but simply a reflection of the cost escalation factors that were being used at the time the original programming estimate was made vs. the realized of bidding experience that we are realizing currently.

Ed Hardt will have Ted Spence clear up any financial or programming issues with the Metropolitan Service District so they can set aside the appropriate funds for the combined project.

DRA:ja

cc Ed Hunter
Hal Versteeg
Walt Hart
L. E. George
J. B. Boyd
Bud Mann

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81-125-1387

STATE OF OREGON

INTER-OFFICE MEMO

TO: ED HUNTER
Assistant State Hwy Engineer

DATE: June 3, 1983

FROM: EDWARD L. HARDT
Metro Region Engineer

Edward L Hardt

SUBJECT: INTERCHANGE PARKING
SUNSET/217 INTERCHANGE
WASHINGTON COUNTY

We are presently in the final design stage for the improvement to the Sunset/217 Interchange. At the same time, Tri-Met, through their consultant, is doing conceptual planning for their transit station, which is to be located adjoining the interchange. Tri-Met has come to us (see their attached May 25 letter) with the request that they be allowed to design parking areas within the loop ramp portion of the interchange. See their sketch map for detail. I have also attached a June 2 letter from Jim McClure giving his comments.

On the surface this looks like a reasonable request, inasmuch as it makes use of what otherwise would be vacant space, and thereby reduces the total taxpaper cost of the transit project. I can see some problems that would have to be worked out such as drainage of the depressed "bowl" area, and most likely we would have to have a continuous GM section around the inside of the loop because of the 2 or 3 to 1 slope from the ramp down to the parking area. We might also want to consider some additional screening if that was felt to be appropriate.

I haven't been able to think of any reason why this request couldn't be allowed, assuming that all of the concerns that we might have are met. However, before we get back to Tri-Met, I wanted to get your reaction to the concept.

ELH:hw

Attachments

cc: Jim McClure

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TECHNICAL SERVICES

JUN 6 '83

REFER TO
[illegible] - George

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

81-125-1387

STATE OF OREGON

INTER-OFFICE MEMO

TO: ED HARDT
Metro Region Engineer

DATE: June 2, 1983

FROM: J. D. McCLURE McClure
Project Development Engineer

SUBJECT: Sunset Transit Center/Park and Ride Project
Sunset/217 Interchange

Tri-Met is requesting our administrative approval for a joint use project to incorporate a portion of their park and ride lot within the freeway interchange loop ramp in the northwest quadrant. The parking facility would be at a lower elevation to our off-ramp and would be accessed by twin structures to the main transit station and parking facilities. UMTA Section III dollars would fund the parking facility and the twin ramp structures which are to be constructed in conjunction with our interchange project.

This appears to be a good joint use concept, utilizing the otherwise unused land in a freeway interchange loop. I have discussed this briefly with our design staff and the only concern appeared to be handling the drainage from the asphalt parking area. The existing storm drainage system within the interchange is at or above its capacity with our proposed improvement. However, it appears the Tri-Met facility could be drained to the west into their system for the transit station area. Attached is a letter from John Lackey requesting our approval for this concept, along with a conceptual design.

Tri-Met's consultants will be preparing the preliminary engineering for the two structures, which are to be incorporated into our project. Therefore, a decision on their request should be made in a timely manner, so we do not hold up our contract.

JDM:nm

Attachments

81-125-1387

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

TRI-MET
4012 S.E. 17TH AVENUE
PORTLAND, OREGON 97202

OM MRE OE PPM CE
TOS ME
US MAY 26 1983 PDM
CSA Metro Region TAM
SO PA EM BUD LM

May 25, 1983

Jim McClure
Oregon Department of Transportation
9002 SE McLoughlin
Portland, OR 97222

Dear Jim:

Re: Sunset Transit Center/Park-and-Ride Project

As you know, our preliminary engineering consultant has been considering the possibility of park-and-ride use inside of one of the freeway ramp loops of the proposed US 26/217 interchange. Specifically, the parcel of land bounded by the proposed ramp from westbound US 26 to southbound Hwy 217 could be made accessible for such use.

As shown in the attached figure, the parcel would get traffic access beneath a pair of bridges and parallel to the proposed LRT alignment. Since an LRT grade separation is necessary at that location, the added cost of building it to accommodate traffic access to parking may be justifiable. This is the case, assuming that the State would make the necessary right-of-way available to Tri-Met at no cost.

Of course, no direct freeway ramp access in this area would be allowed. Furthermore, the parking lot would be separated from the ramps with fencing, landscaping, and any necessary visual screening material. Maintenance of the parking area would be Tri-Met's responsibility.

Making the space within the loop available for parking could benefit public and private interests in a number of ways:

1. It would more effectively use public lands
2. It would require less land to be taken off the tax rolls
3. It would require less in total acquisition costs
4. It would leave the property owner with more land to develop
5. Overall project costs may be less

Prior to our proceeding further with preliminary engineering of structures necessary to access the subject parcel, I would like your response regarding the feasibility of this proposal. Would the State allow parking use for transit access inside of the loop?

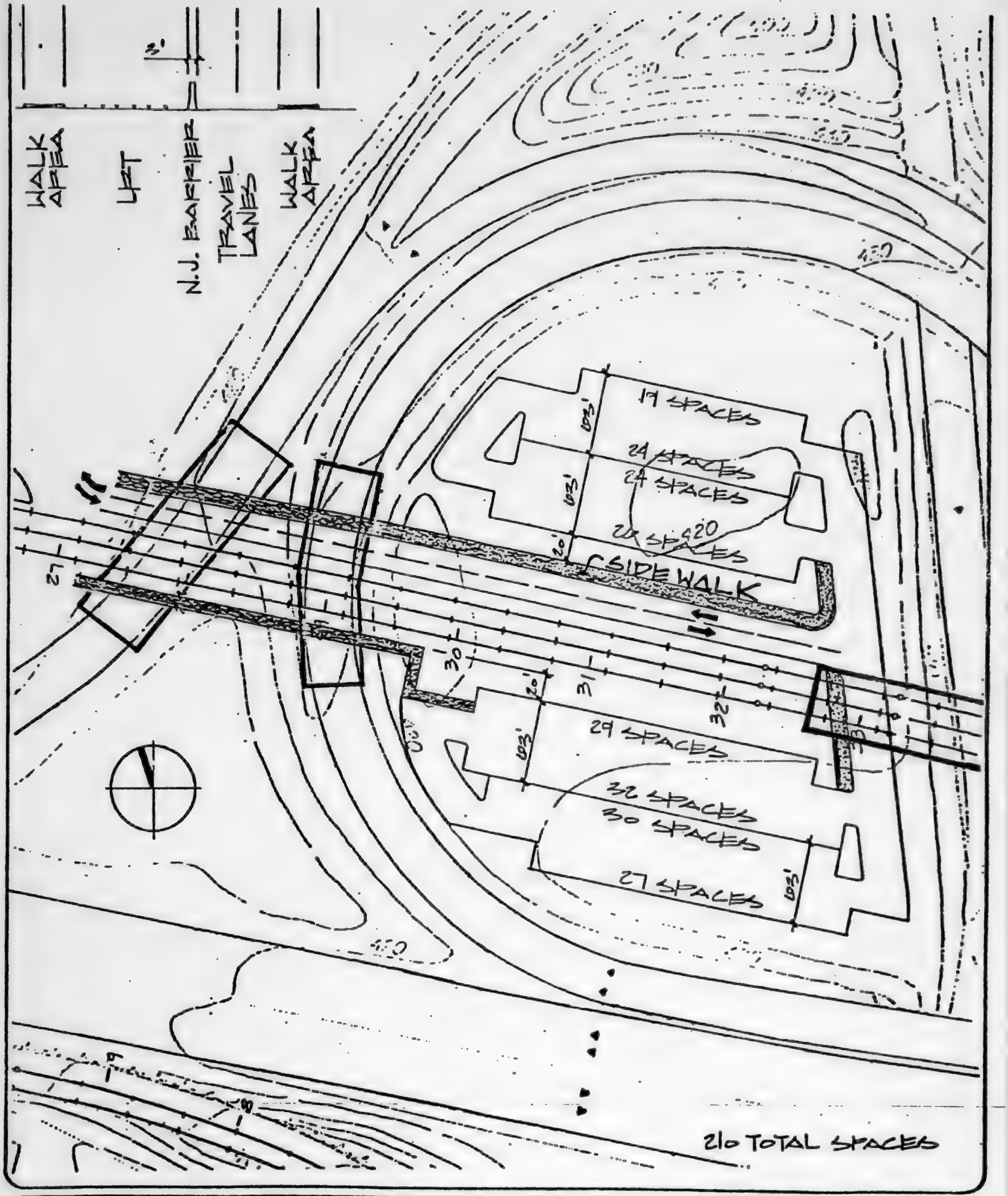
Your prompt attention to this matter would be appreciated.

Sincerely,

John A. Lackey, P.E.
Transit Development Engineer

rm
Attch

c: Paul Bay
William Lieberman
Nawzad Othman (OTAK)


WALK AREA
LRT
3'
N.J. BARRIER
TRAVEL LANES
WALK AREA
450
17 SPACES
60'
24 SPACES
24 SPACES
60'
20 SPACES
420
20'
SIDEWALK
27
30
31
32
20'
29 SPACES
60'
32 SPACES
30 SPACES
27 SPACES
60'
450
210 TOTAL SPACES

RAMP AREA PARKING PROPOSAL

otak inc.
OTHMAN
TAHRAN
KURAHASHI
15110 SW BOONES FERRY RD. LAKE OSWEGO OREGON
ENGINEERS · PLANNERS · SURVEYORS

7:1. —

File 34-1917

47N

STATE OF OREGON

INTEROFFICE MEMO

TO: BUD MANN
Region Traffic Technician

DATE: May 5, 1983

FROM: JAMES D. McCLURE
Project Development Engineer

J McClure

SUBJECT: 217-Sunset Interchange Project

Sunset Hwy.-Beav. Tigard Interchange

As we discussed at the meeting with representatives of the engineering firms of OTAC and HNTB, enclosed is a copy of Dick Fleming's sketch design for the realigned eastbound off-ramp from the Sunset Freeway to Hwy. 217 (G-line). Dick used a 14-degree curve assembly versus the 12-degree curve developed by the consultant. The main highway benefit relates to lengthening the weave distance on the Sunset Freeway to a maximum. I recommend the use of a 12-degree curve assembly if possible. Please proceed with developing a design for the relocated G-line on our detail map. The ramp should be coordinated with profiles and typical sections, since it is critical to the design for the LRT alignment which the consultants are developing for Tri-Met.

cc: E. L. Hardt
Don Adams

5/9/83 -
Schane Steudenmeyer worked up some a 12° design for this ramp. All in back so far.
H.

RECEIVED
MAY 10 1983
ROAD DESIGN SECTION

✓ Versteeg ✓
Anderson
✓ Adams
Lia[illegible]nab
Steudenmeyer
Terpin
Trout
Wakerlig

Do Not File
Return to
Bring Up
Action

otak
othman
tahran
kurahashi
incorporated
planners
engineers
surveyors

4 May 1983

Mr. Jim McClure
Oregon Department of Transportation
9002 S. E. McLoughlin Blvd.
Milwaukie, OR 97222

Dear Mr. McClure:

Enclosed are copies of the ramp plan and profile details in the S.W. quadrant of the ~~Beaverton-Tigard Highway Interchange~~. We have referenced our new ramp design line "G_3" Station 91+12.03 P.S. to "G_2" Station 91+12.03 P.S. of the original preliminary design mylars that you provided to us. Also we have related the approximate end of our ramp design like "G_3" Station 104+21 to your original "L" Station 104+02 in Highway 217. As we have discussed, we would like to be sure that the location and grade we propose satisfies your design personnel. This will be the basis for preliminary design of our LRT alignment and it is critical that the ramp design be acceptable before additional analysis is performed.

Need to confirm a design

If there are any questions or you need any additional information, please call.

Sincerely,

Greg Kurahashi

Gregory Kurahashi, P.E.
Vice President
OTAK, Incorporated

OM MRE [illegible] [illegible] CE
TOS ME
US MAY 05 1983 PDM
CSA Metro Region TAM
SO PA EM BUD LM

GK:jc

encl.

15110 S.W. Boones Ferry Rd. Lake Oswego, Oregon 97034 (503) 635-3618/241-0356

144 - N

34-1917

STATE OF OREGON

INTEROFFICE MEMO

TO: THEODOR A. SPENCE
Plan and Program Manager

DATE: May 4, 1983

FROM: JAMES D. McCLURE
Project Development Engineer

McClure

SUBJECT: Estimated Phasing Cost
Sunset/217 Interchange
Washington County

To proceed with a Phase 1 contract late this fall, final design has worked up three concepts based on the attached plan for construction on the north side. As I understand, we have available approximately $4.5 million and possibly some additional funding could be made available. The following are three design concepts to construct Phase 1:

> Minimum Phase 1 - $2.225 million. Maximum Phase 1 - $3.262 million. Minimum Phase 1 plus freeway structure - $5.4 million.

Under the current Phase 1 plan, we will need to borrow 43,000 cubic yards of fill material; with the construction of the freeway mainline structure, the borrowed materials should not be required. I recommend we proceed with the $5.4 million concept which may conflict, to some degree, with Tri-Met's desire to construct the two structures affecting the mainline together. The LRT undercrossing structure has now been shifted further west, which may reduce the desire to construct these two facilities together.

po

cc: E. L. Hardt
D. R. Adams
C. H. Duval

1 Versteeg ✓
Anderson
2 Adams
Macnab
Stoudenmeyer
Terpin
Front
Wakerlig

RECEIVED
[illegible]
ROAD DESIGN
SECTION

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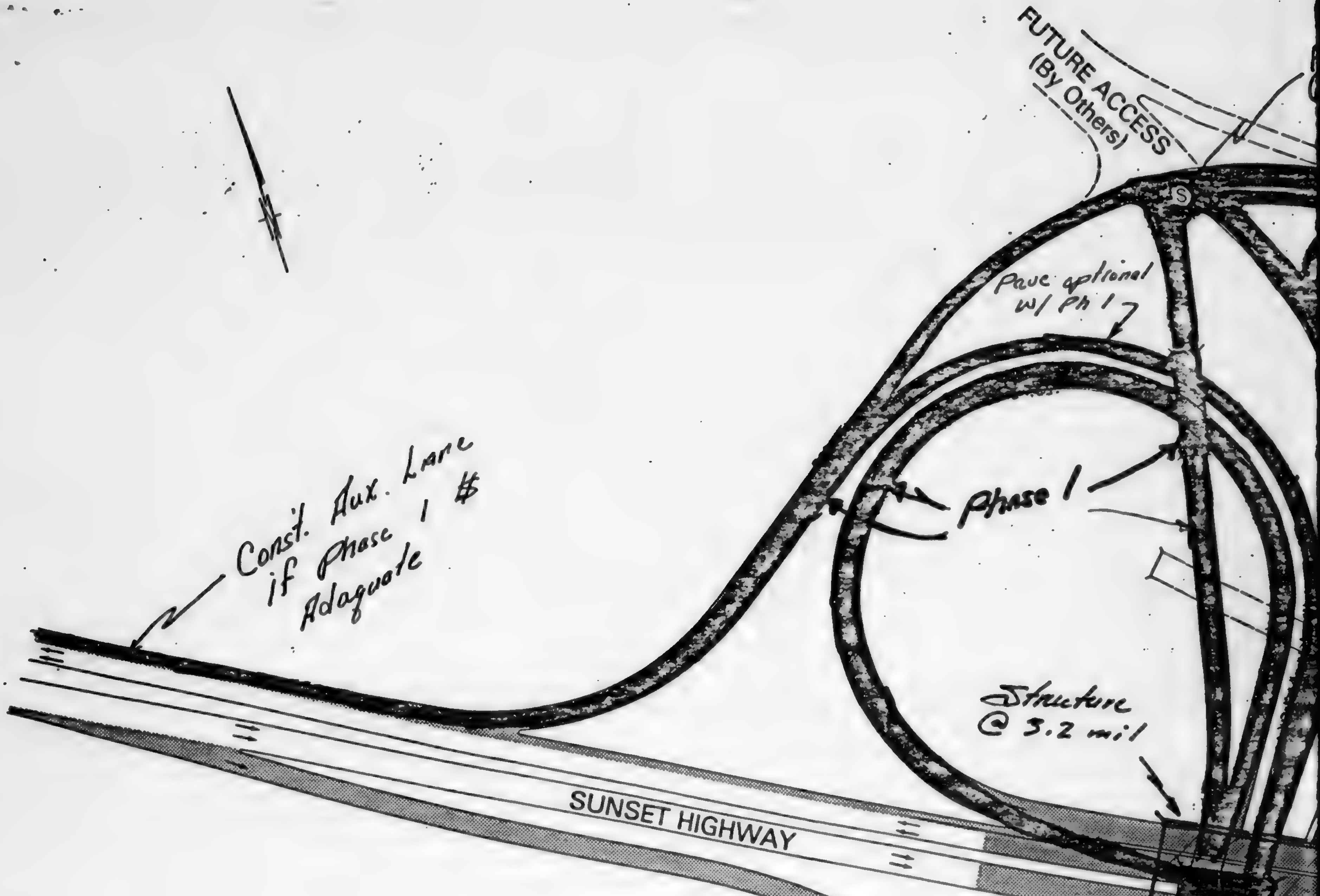
Bring Up
Action

REFERRED TO NEM
Watson
Mann
Cole
Stoudenmeyer
Eriksen
King
Beard
Dorn
Lou
Return Discuss Do File Due
By FINAL DESIGN ENGINEER


FUTURE ACCESS (By Others)
Pave optional w/ Ph 1
Phase 1
Const. Aux. Lane if Phase 1 is Adequate
Structure @ 3.2 mil
SUNSET HIGHWAY
NEW CONSTRUCTION
Ⓢ TRAFFIC SIGNAL
Phase 2
Ext'g
SW PARK WAY
BEAVERTON - TIGARD HIGHWAY
HWY. 217
Ext'g

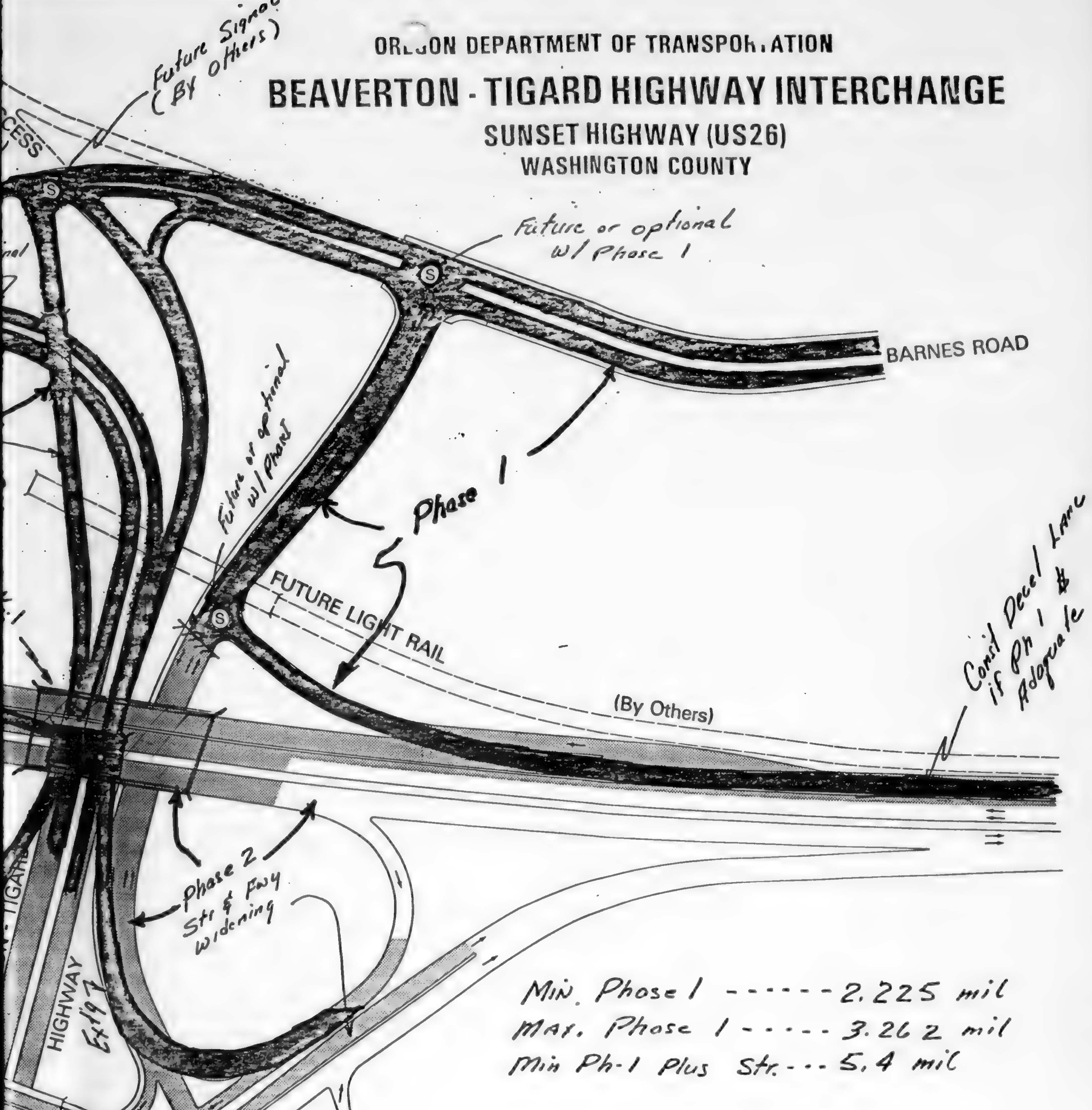
Note: 43,000 c.y.'s borrow exc. Req'd for Phase-1

OREGON DEPARTMENT OF TRANSPORTATION

BEAVERTON - TIGARD HIGHWAY INTERCHANGE

SUNSET HIGHWAY (US26)

WASHINGTON COUNTY


Future Signal (By Others)
CESS
Future or optional w/ Phase 1
BARNES ROAD
Phase 1
Future or optional w/ Phase 1
FUTURE LIGHT RAIL
(By Others)
Consid Decel Lane if Ph 1 & Adequate
Phase 2 Str & Fwy widening
HIGHWAY
Ex 197
TIGARD

Min. Phase 1 ------ 2.225 mil
Max. Phase 1 ----- 3.262 mil
Min Ph-1 Plus Str. --- 5.4 mil

Rev. 5/4/83

[illegible] 144 N

STATE OF OREGON

INTEROFFICE MEMO

TO: DON ADAMS
ROAD DESIGN ENGINEER

DATE: May 4, 1983

FROM: TED SPENCE
PLAN & PROGRAM MANAGER

Ted Spence

SUBJECT: 217 SUNSET INTERCHANGE, PHASE I

1 Versteeg ✓
Anderson
2 Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
MAY 05 1983
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up
Action

As we discussed, the Metro Region would like to include the Sunset mainline structure in Phase I, resulting in a $5.4 million job. I intend to go after the funding needed to cover this slight increase in cost. The funding should be available from either FY 1983 interstate transfer or FY 1984 dollars. It is my understanding that we can clear the right of way in October and the sign could be completed in September. The principal hitch could be the design of the structure.

TS:hw

cc: Ed Hardt
Jim McClure
Gary Potter

REFERRED TO
Watson 1 Mann
Cole Stoudenmeyer
Eriksen King
Beard Dorn Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

981-5

144 N

STATE OF OREGON **INTEROFFICE MEMO**

TO: DONALD R. ADAMS
Final Design Engineer

DATE: May 4, 1983

FROM: JAMES D. McCLURE
Project Development Engineer J McClure

SUBJECT: Phase Construction
217/Sunset Interchange
Washington County

Versteeg ✓
Anderson ✓
2 Adams
Liacnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
MAY 05 1983
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up
Action

Ted Spence is attempting to fund the Phase 1 construction concept which will include constructing the mainline freeway structure. This will be the minimium Phase 1 at $2.225 million plus the structure estimated at $3.15 million, for a total project of approximately $5.4 million. This should reduce the need to borrow the 43,000 cubic yards of material.

Please proceed with the full design of the interchange and then break out a Phase 1 project to include the structure. There still may be a possibility of funding the entire interchange since this would result in an overall savings to the region e(4) program. Also, please confirm the cost of Phase 1 with the structure along with the total cost of the entire interchange for Ted's negotiating purposes.

po

cc: E. L. Hardt
T. A. Spence

REFERRED TO
Watson / Mann WEM
Cole Stoudenmeyer
Eriksen King
Beard Dorn Leu
Return [✓ Discuss] Do File Due
By FINAL DESIGN ENGINEER

81-125-1387

Contains Recycled Materials

7x

417N

34-1917

STATE OF OREGON **INTEROFFICE MEMO**

TO: DONALD R. ADAMS
Finald Design Engineer

DATE: April ~~6~~ 12, 1983

FROM: JAMES D. McCLURE
Project Development Engineer

J McClure

SUBJECT: Revised Access
Suntek Business Park
Sunset Highway/217 Interchange
Washington County

1 Vetsteeg ✓
Anderson
2 Adams D
Liacnab
Steudenmeyer
Terpin
Trout
Wekerlig

RECEIVED
APR 7 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

Some time ago Dick Fleming requested some additional information regarding access to Old Barnes Road and the Suntek Business Park. At that time, we requested Washington County's assistance in developing the new access, which was unacceptable to us.

Bob Heard recently has met with Washington County staff and the manager of Suntek Business Park (Bob Dutcher) in developing the attached revised plan. This plan has been approved by Washington County and is acceptable to the business park manager.

The revised design combines two accesses into a new road approach, approximately 150 feet from the signalized intersection serving a connection to Old Barnes Road and access to the business park. The access control line may need to be revised to extend further east along with identifying the access point for the road approach. I assume in the future Old Barnes Road will be vacated and the land use potentially could be changed. Please proceed with incorporating the revised accesses along Barnes Road.

170' to 175'

Don please advise JT

po [illegible]

[illegible]

[illegible]

REFERRED TO
Watson Mann
Cole 1 Steudenmeyer
Erikson King
Beard Dorn Leo
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

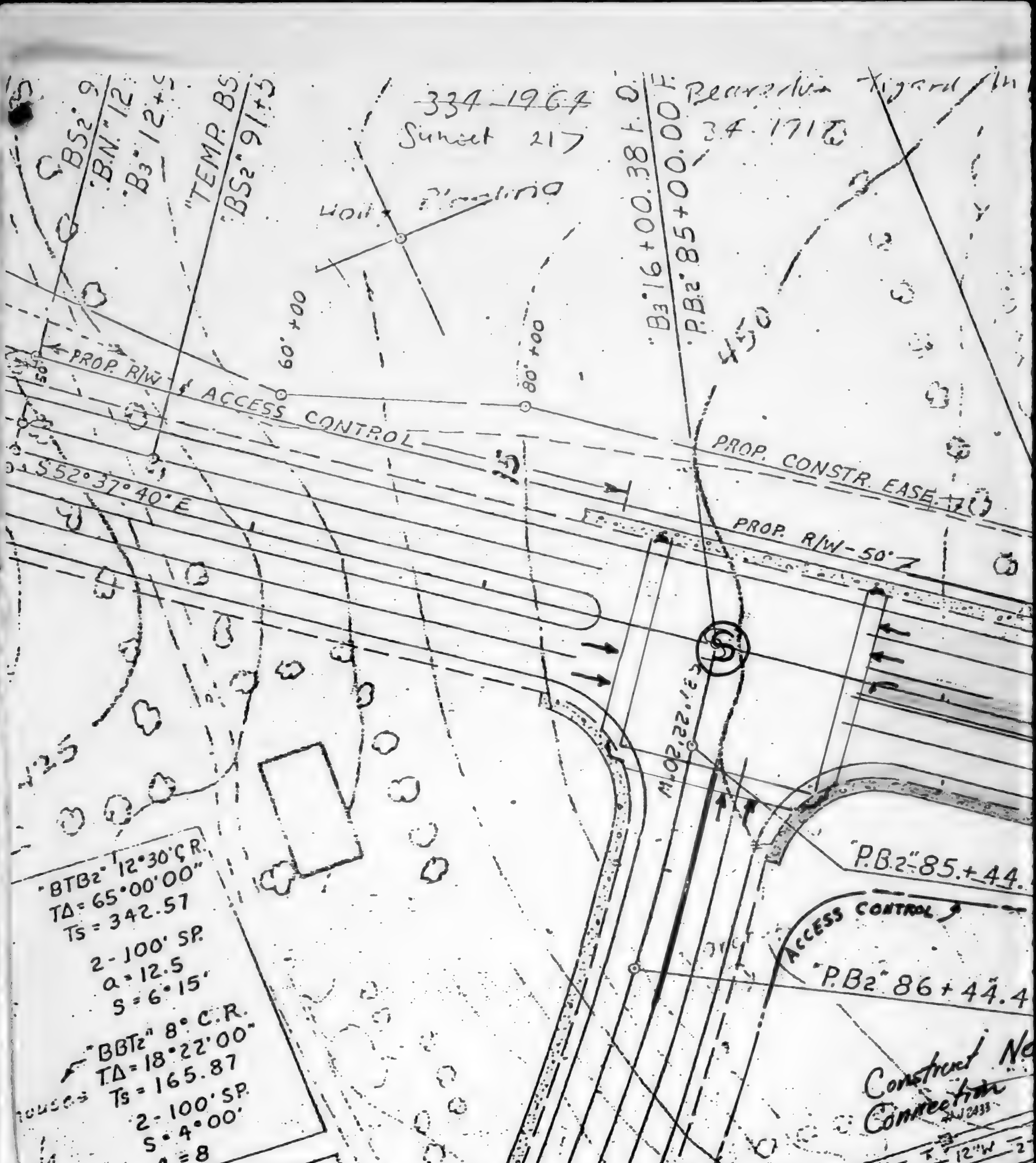
P/z review for traf. operation & Recommend.

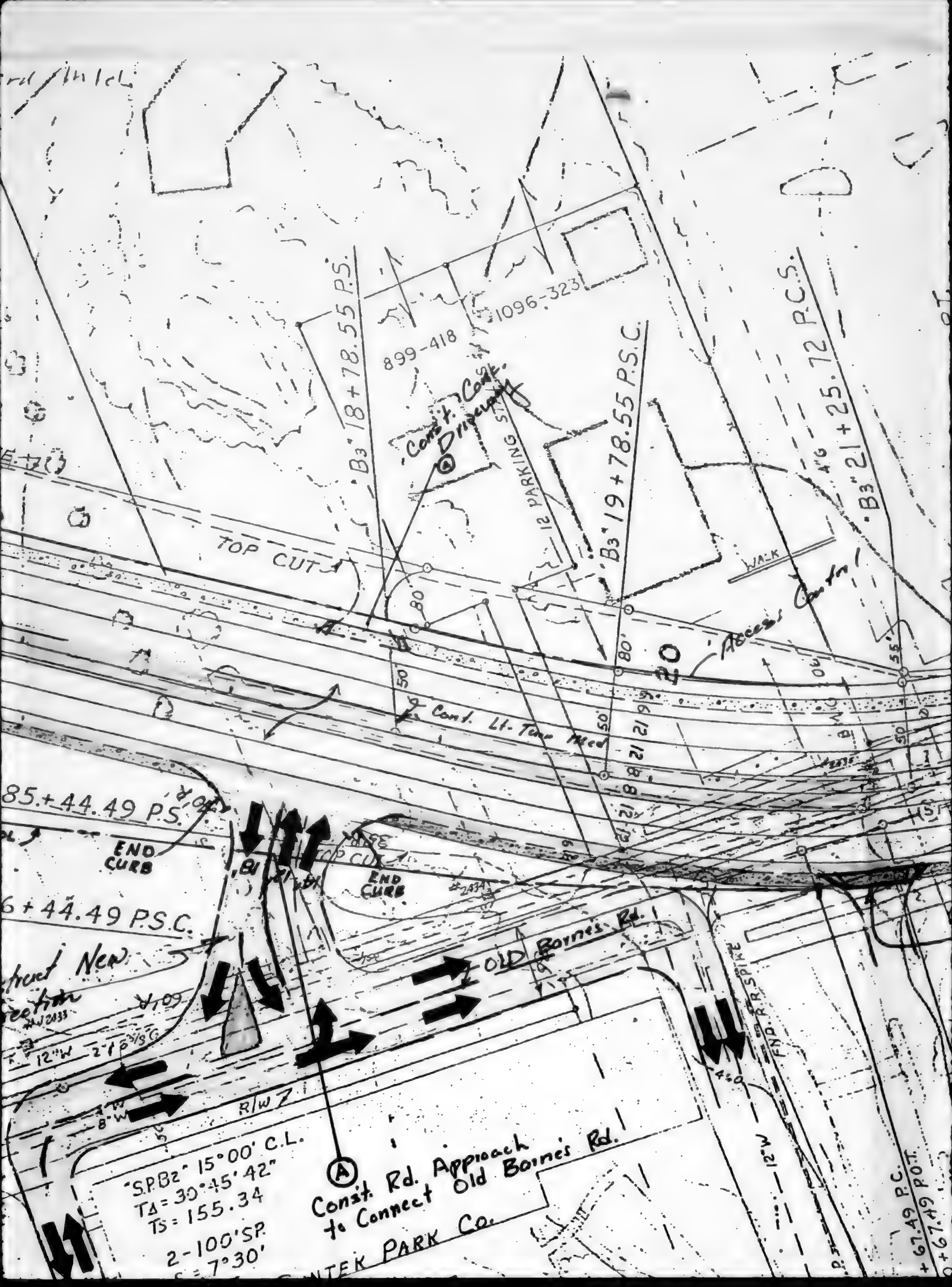
cc: E. L. Hardt
Ken Rolfe
Tom Schwab
Curt Duval
Bob Heard

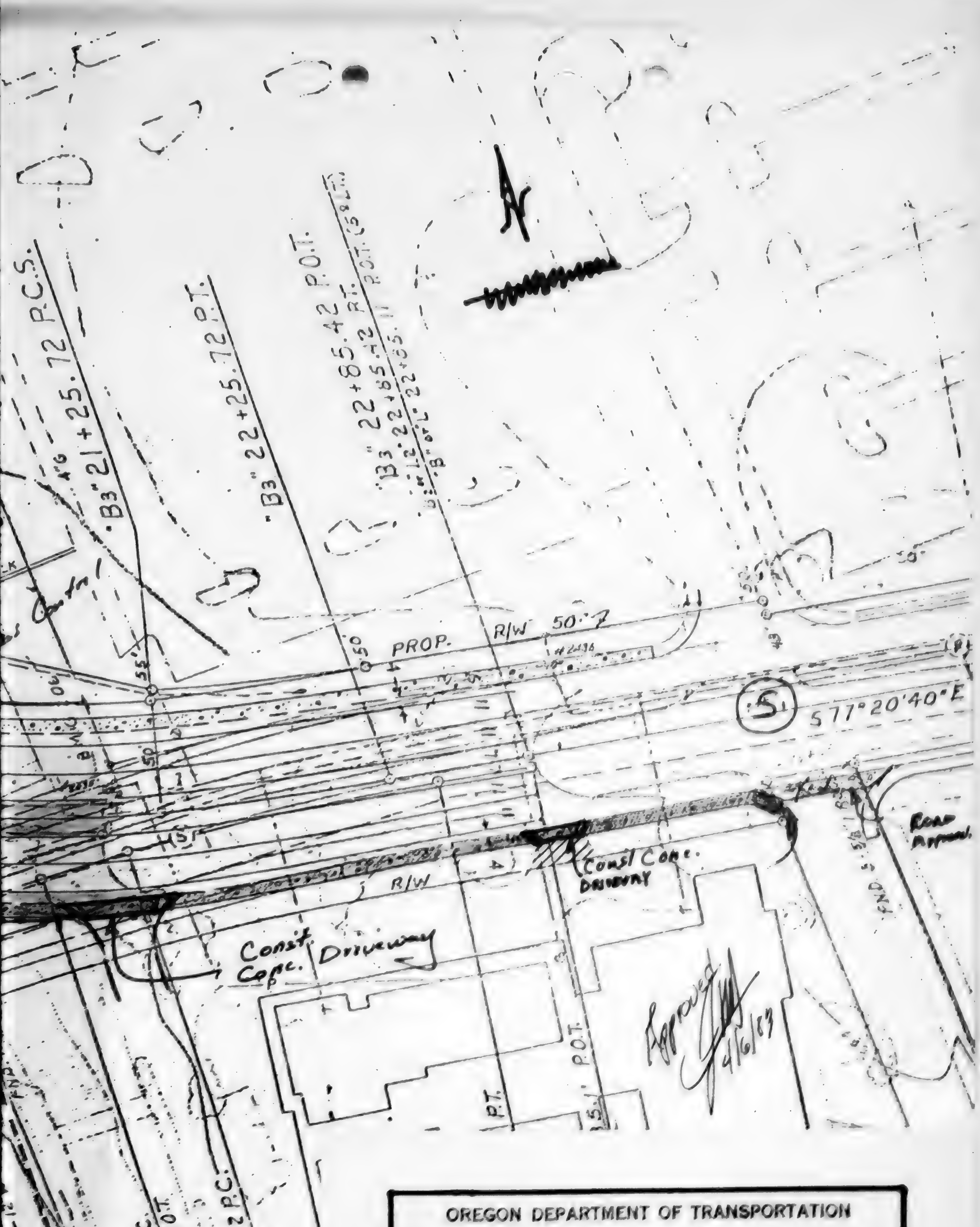
Attachment

PS: Tom & I feel if possible the dist from the Intersection should be extended another 20 to 25' east if possible. JM 4/7

81-125-1387


~~334-1964~~
Sunset 217
Beaverton-Tigard Hwy
34-1717
Holt Pipeline
"BS2" 9
"B.N." 12
"B3" 12+9
"TEMP. BS"
"BS2" 91+5
"B3" 16+00.38 to
"PB2" 85+00.00
60'+00
80'+00
450
PROP. R/W
ACCESS CONTROL
PROP. CONSTR. EASE.
PROP. R/W-50'
S 52°37'40" E
15
M.02.22.12 S
425
"PB2" 85+44.
ACCESS CONTROL
"PB2" 86+44.4
"BTB2" 12°30' C.R.
TΔ = 65°00'00"
Ts = 342.57
2-100' SP.
a = 12.5
S = 6°15'
"BBT2" 8° C.R.
TΔ = 18°22'00"
Ts = 165.87
2-100' SP.
S = 4°00'
a = 8
houses
"PB2" 5° C.R.
TΔ = 20°30'00"
Ts = 257.28
2-100' SP.
S = 2°30' a = 5
Construct New Connection
12"W


B3 18+78.55 P.S.
1096-323
899-418
Const. Conc. Driveway
Ⓐ
12 PARKING ST
B3 19+78.55 P.S.C
B3 21+25.72 P.C.S.
4'G
TOP CUT
WALK
Access Control
20
80
80
50
50
55
40
Cont. Lt. Turn Med.
85+44.49 P.S.
END CURB
END CURB
B1
6+44.49 P.S.C.
OLD Bornes Rd.
struct New
rsection
12"W
8"W
R/W
12'W
FND. R.R. SPIKE
"S.P.B2" 15°00' C.L.
TΔ = 30°45'42"
Ts = 155.34
2-100'SP.
= 7°30'
Ⓐ
Const. Rd. Approach to Connect Old Bornes Rd.
NTER PARK Co.
+67.49 P.C.
+67.49 P.O.T.

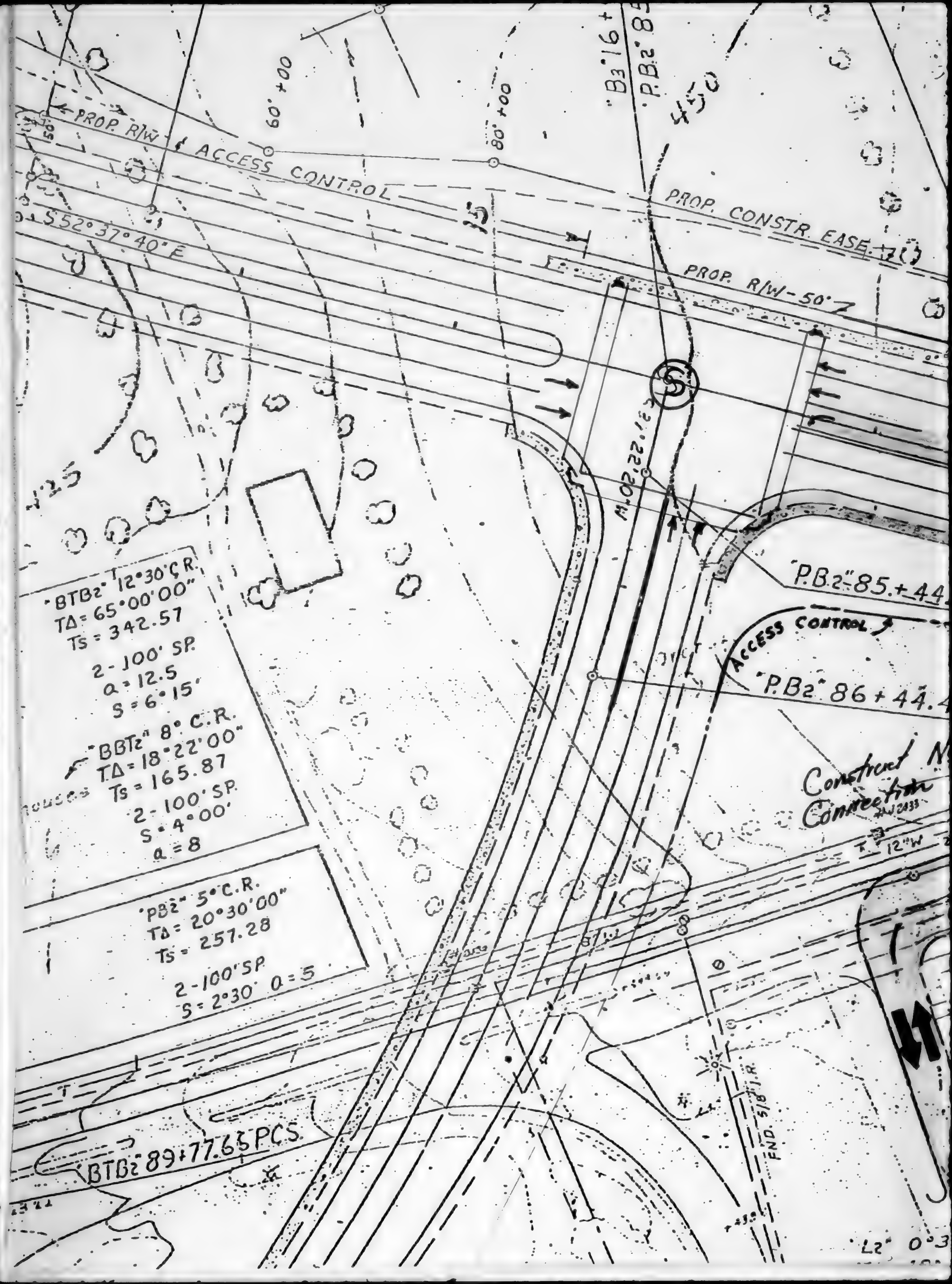

N
"B3" 21+25.72 P.C.S.
"B3" 22+25.72 P.T.
"B3" 22+85.42 P.O.T.
"B3" 22+85.42 RT. P.O.T. (53 LT)
"B3" or "L" 22+65.11
Access Control
PROP. R/W 50'
#2436
55'
50
S 77°20'40" E
5
R/W
Const. Conc. Driveway
Const Conc. Driveway
Road Approach
FND 5/8
P.O.T.
P.T.
21+07.92 P.C.
+67.49 P.O.T.
+67.49 P.C.

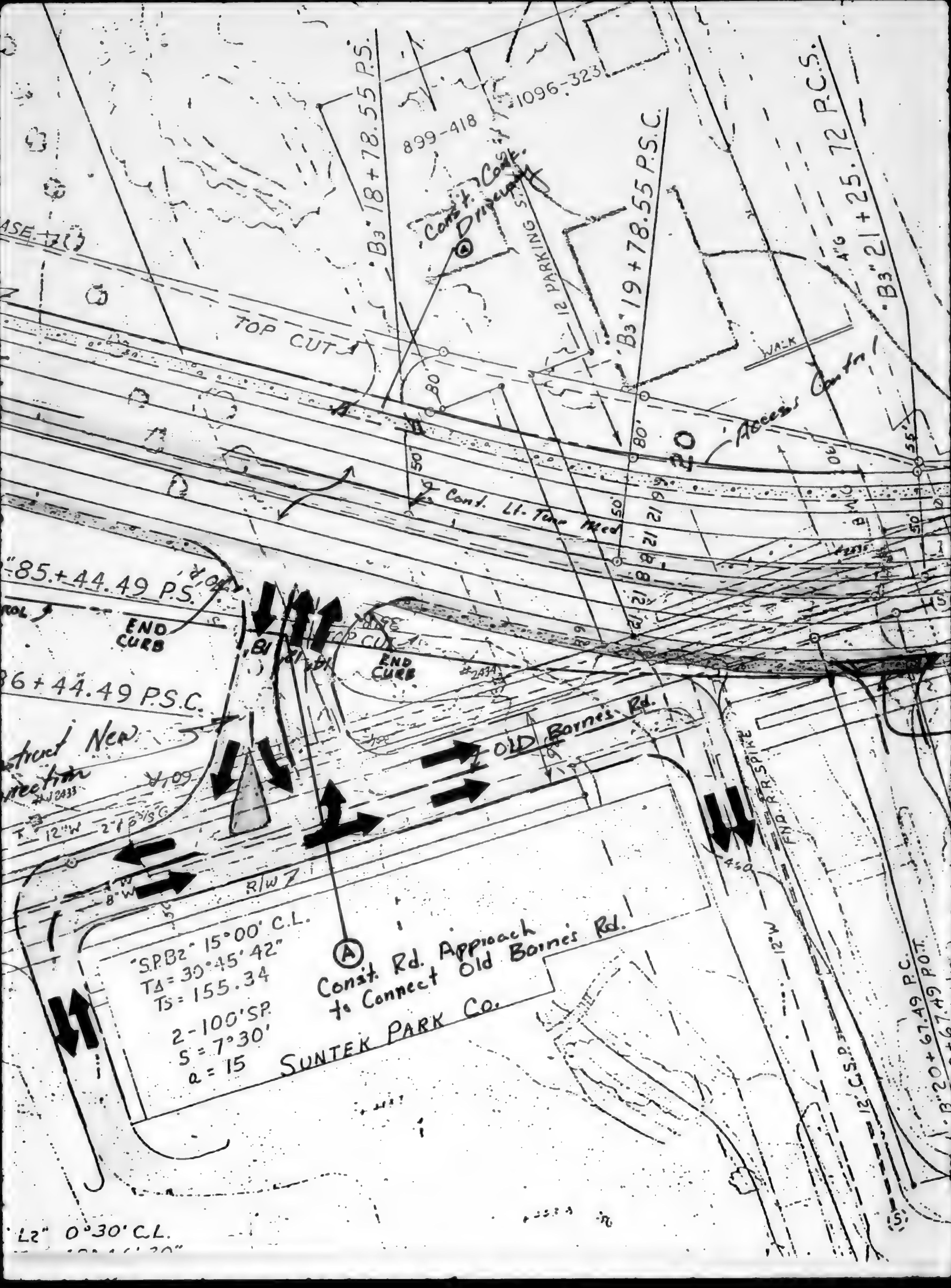
Approved 4/6/83

OREGON DEPARTMENT OF TRANSPORTATION

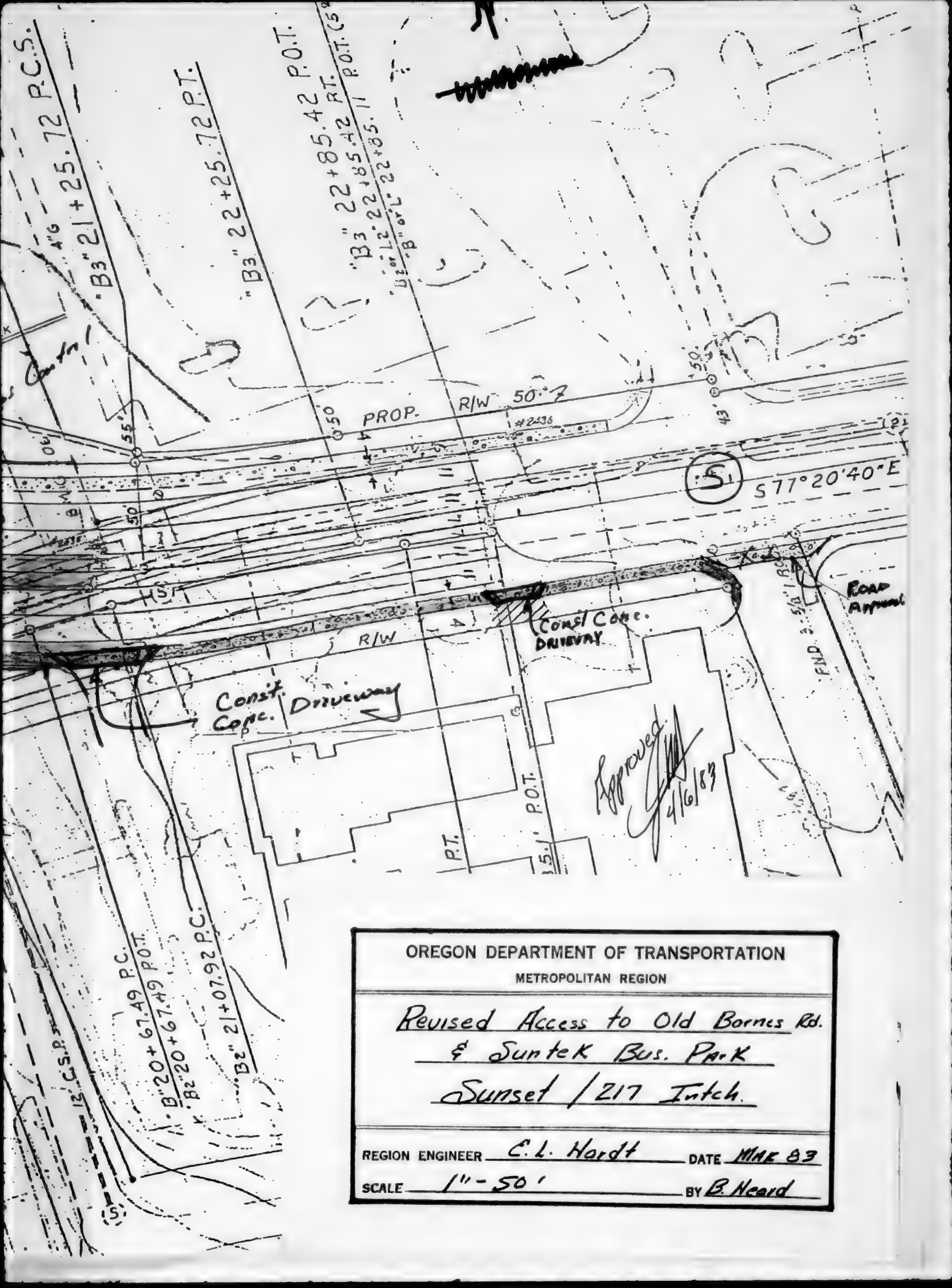
METROPOLITAN REGION

Revised Access to Old Barnes Rd. & Suntek Bus Park


PROP. R/W
ACCESS CONTROL
S52°37'40"E
60'+00
80'+00
15
"B3"16+
"P.B2"85
450
PROP. CONSTR. EASE.
PROP. R/W-50'
S
"BTB2" 12°30' C.R.
TΔ = 65°00'00"
Ts = 342.57
2-100' SP.
a = 12.5
S = 6°15'
"BBT2" 8° C.R.
TΔ = 18°22'00"
Ts = 165.87
2-100' SP.
S = 4°00'
a = 8
houses
"PB2" 5° C.R.
TΔ = 20°30'00"
Ts = 257.28
2-100' SP.
S = 2°30' a = 5
"P.B2" 85.+44.
ACCESS CONTROL
"P.B2" 86+44.4
Construct N
Connection
12"W
BTB2 89+77.65 PCS.
FND. 5/8" I.R.
"L2" 0°3



"B3" 18+78.55 P.S.
1096-323
899-418
Const. Conc. Driveway
"B3" 19+78.55 P.S.C.
"B3" 21+25.72 P.C.S.
12 PARKING S.
TOP CUT
WALK
Access Control
80
80'
50
50
20
55'
Const. Lt. Turn Med
"85+44.49 P.S.
86+44.49 P.S.C.
END CURB
END CURB
OLD Bornes Rd.
FND. R.R. SPIKE
12"W
12"W
8'W
R/W
"SPB2" 15°00' C.L.
TΔ = 30°45'42"
Ts = 155.34
2-100' SP.
S = 7°30'
a = 15
Ⓐ
Const. Rd. Approach to Connect Old Bornes Rd.
SUNTEK PARK CO.
12" C.S.P.
"B3" 20+67.49 P.C.
"B3" 20+67.49 P.O.T.
"L2" 0°30' C.L.


"B3" 21+25.72 P.C.S.
"B3" 22+25.72 P.T.
"B3" 22+85.42 P.O.T.
"B2 or L2" 22+85.42 RT.
"B" or L" 22+85.11 P.O.T.
4"G
Contrl
PROP. R/W 50'
#2436
55'
50'
43'
S77°20'40"E
S
R/W
Const Conc. Driveway
Const. Conc. Driveway
Road Approach
FND 3 5/8" Rod
P.O.T.
P.T.
"B"20+67.49 P.C.
"B2"20+67.49 P.O.T.
"B2" 21+07.92 P.C.
12' C.S.P.
Approved
4/6/83

OREGON DEPARTMENT OF TRANSPORTATION
METROPOLITAN REGION

Revised Access to Old Barnes Rd.
& Suntek Bus. Park
Sunset / 217 Intch.

REGION ENGINEER C. L. Hardt DATE MAR 83
SCALE 1" - 50' BY B. Heard

1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-27-2(14)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00026

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/8/83

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:

Beaverton/Tigard Highway Interchange Section

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 4/6/83 you are now authorized to proceed with the actual acquisition of files 52875, 52876, 52877, 52878, 52879 and 52902 as shown on R/W map 1H-11-9 at a TEC of $3,809,000 Federal Funds $3,237,650. (Appn Code 580)

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
APR 13 '83
REFER TO Potter
FOR
Info | Inves | R/D | /R | Sign | Act |

4/14

14. DATE 4/8/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.: PRO 6-2

DATE: April 6, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:
D. E. Swan, P.E.
Program Control Engineer

SUBJECT: Project No. IX-27-2(14)
Beaverton/Tigard Highway Interchange Section
Washington County
Right-of-Way

I request authorization to proceed with the actual acquisition of the balance of the right-of-way consisting of files 52875, 52876, 52877, 52878, 52879 and 52902 as programmed on the subject project. The right-of-way to be acquired is as outlined in red on right-of-way map 1H-11-9 which was forwarded under our letter of October 7, 1982. The relocation plan was approved by your memo of October 18, 1982.

Within a reasonable period of time prior to displacement, a comparable replacement dwelling will be available or provided for each displaced family who are initial occupants, or adequate replacement dwellings will be available or provided for displaced families or individuals who are subsequent occupants for each displaced person on this project. This assurance is based on the previously approved relocation plan. Relocation assistance will be provided by the Metropolitan Right of Way Office at 5821 N.E. Glisan Street in Portland.

Our state relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in FHPM 7-5-1.

Authorization to proceed as requested will result in an additional obligation in total cost and federal funds as follows:

	Total Cost	Federal Funds	Appn. Code
Present Obligation	$ 291,000	$ 247,350	580
Requested Above	3,809,000	3,237,650	580
TOTAL	$4,100,000	$3,485,000	

CL:lb
cc J. B. Boyd
D. Aman
E. Mershon
G. Zehner
General Files

Form 734-3122

9'05

STATE OF OREGON **INTEROFFICE MEMO**

TO: File

J B Boyd

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

DATE: December 23, 1982

SUBJECT: Files 52875, 52876 & 52902
Sunset Highway
217 Interchange Project
Washington County

OM AE OE PDM CE
TPS RECEIVED ME
US DEC 27 1982 PDM
CSA Metro Region TAM
SD PA EM BUD LM

RECEIVED
ASST STATE HWY ENGR
JAN 5 '83
REFER TO
FOR
Info Invest R/D D/R Sign Act File

On December 21, Mr. Ed Hardt, Metro Engineer, and I met with the Peterkort interests. They were Mr. Al Peterkort, Mr. Joe Peterkort, Mrs. Lois Ditmars, and their Attorney Mr. De Mar Batchelor. The meeting was in order to discuss the general aspects of the acquisition problems with the Peterkorts; (1) The appraisal was going to be difficult, we were beginning our process early in 1983; and (2) The appraisers were expected to be contacting them within the first two weeks of 1983. We indicated that we would appreciate their cooperation as our time line was extremely short. We requested that they make their own judgement of the market value of their property concurrently with ours. We indicated the contract would be a partial and was being carried in the general July 1 time area. It was absolutely mandatory that funds be obligated by the end of this fiscal year which is September 30.

The Peterkort's brought two things to our attention, the consolidation of the properties is not possible. Mr. Batchelor indicated that he had been trying for some time to accomplish this and had been unsuccessful. There appeared to be some divergence of opinion between the Peterkort interests as to how to proceed with this problem. The Peterkorts also said that there were actually four residences on the three files; Mr. Joe Peterkort, Mr. Al Peterkort; Mrs. Lois Ditmars; and then a trailer house occupied by one of the employees. Mr. Batchelor in part of the conversation, indicated that the properties were zoned office/commercial. The confusion that exists as to the possible highest and best use of this property was discussed with Mr. Ken Rolfe. He is presently outlining a memo to Larry Rice on their understanding of what Washington County is saying. This memo will be sent to Washington County very shortly. It is Mr. Rolfe's opinion that they will have to let the appraisers use their best judgement after seeing the letter and reviewing with Washington County. They will have to make their own assumptions on the valuation techniques to be used.

Mr. Batchelor questioned if a resolution of the money problems could not be found was it still possible to utilize the eminent domain procedures? I said as little as we like to do this, it was still a possibility.

Some discussion on the facts of the funding were brought out. Mr. Hardt explained the problems between the transfer funds being available to the various local units of government and the actual obligation of these funds.

CC: Bob Bothman - FYI
ECH

Contains Recycled Material

The funds had been available for some time to do this project, but specifically this project had to be obligated under the terms of our funding procedures or the money could not be used. This was a source of some concern to the Peterkorts as they had been told for some time that the money was available and we were telling them now that the money is just being made available and that we must utilize it within this fiscal year. We assured them that monies were available and we would be proceeding as rapidly as we could to accomplish the project now.

They requested four copies of the right-of-way map and these will be be sent Thursday. They had also heard that Tri-Met was designing their Transit Station. A check with Brian Playfair revealed that an RFP had been prepared and was being circulated. I phoned Mr. Batchelor this information and indicated that the time schedule for the design of the Transit Station would begin in January 1983 with a design and property acquisition complete by January 1, 1984.

JBB:jh

cc: Jack Sollis
Ed Hardt
Ken Rolfe

1

HIGHWAY DIVISION

ROW

Edward L. Hardt
Metro Region Engineer

November 1, 1982

Robert N. Bothman
Assistant State Highway Engineer

Right-of-Way Acquisition
Sunset/217 Project

Some thoughts after our meeting with Bruce on the Sunset/217 project right-of-way acquisition.

First, we have lost nearly nine months since the funding was authorized from this project.

I didn't walk out of the meeting with a good feeling relative to the assumptions which would be put together for the appraisers.

I am concerned as I thought more about spending the next four or five months obtaining appraisals, leaving us about six months to proceed with negotiations and acquisition and relocation necessary to proceed with construction. We don't have four months to acquire the appraisals. I suggest you see if that can't be reduced in half somehow.

I suggest you give consideration to sitting down with the Peterkorts and their attorney and bring them up-to-speed with the process. I'm afraid if we wait until the appraisals are obtained and then start that process, we will loose another month or two in gaining an understanding, or "an agreement to agree" to acquisition of the property. By the way, that is the only way we acquired the Banfield railroad right-of-way and is a reason we are not able to acquire the Burnside railroad right-of-way. This could start with an informal meeting with the principals involved to see if we are on track and result in an understanding which will simplify the process once we do obtain the necessary appraisals. The appraisals are a formality and are not needed to initiate negotiations other than to satisfy a federal requirement.

There are other parcels which need to be acquired.

We need estimates to know what we can offer for the property within budget. We need to know where we stand with the overall budget of the project, the cost of construction, engineering, the other right-of-way parcels, and the remainder available for Peterkort.

I would be willing to help you in any way I can, if you so desire.

RNB:lb

cc J. B. Boyd

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-27-2(14)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00026

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/18/82

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:
Beaverton/Tigard Highway Interchange Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 10/7/82 I approve the relocation plan dated 7/12/82 for Sunset Highway - Leahy Road Section and plan dated 7/15/82 for the Beaverton/Tigard Highway Section. Also, as requested you are authorized to proceed with the actual acquisition for files #52909 and appraisals only for the remainder of files as shown on R/W map 1H-11-9 at a TEC of $291,000 Federal Funds $247,350.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
OCT 21 '82
REFER TO. Moe [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED 10/2
W. E. SCHWARTZ

14. DATE 10/18/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9865

1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: October 7, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D. E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 00026
Project No. IX27-2(14)
Beaverton/Tigard Highway
Interchange Section
Washington County

Enclosed is data consisting of PR-1 forms, sketch maps, right-of-way map No. 1H-11-9 and relocation plans for the subject project. I request the following:

1) Approval of the relocation plans.

2) Authorization to proceed with appraisals on the entire project and actual acquisition of file 52909 at an estimated total cost of $291,000, with Federal funds of $247,350. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map.

Within a reasonable period of time prior to displacement, a comparable replacement dwelling will be available or provided for each displaced family who are initial occupants, or adequate replacement dwellings will be available or provided for displaced families or individuals who are subsequent occupants for each displaced person on this project. This assurance is based on the enclosed relocation plans. Relocation assistance will be provided by the Metropolitan Right of Way Office at 5821 NE Glisan Street in Portland.

Our State Relocation Program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in FHPM 7-5-1.

Building demolition will be accomplished in accordance with our approved demolition plan.

This request is based on the October 19, 1979 letter to you from the Director of the Department of Transportation.

A copy of the State Clearinghouse A-95 review conclusions was previously forwarded.

CL:ahb
Enclosures

cc J. B. Boyd
F. Lowe
E. Mershon
G. E. Zehner
General Files

GMC

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: October 7, 1982

To: Executive Department
Federal Aid Coordination Unit

From: D. E. Swan, P.E.
Program Control Engineer

Subject: Federal Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
00026	IX-27-2(14)	Beaverton/Tigard Hwy. Interchg. PNRS No. 7911-2-060 PNRS No. 8106-4-380 DEIS

CL:ahb
cc Dale E. Wilken (FHWA)
General Files

Form 734-3122

HIGHWAY DIVISION ROW

MEMO October 7, 1982

Robert N. Bothman
Assistant State Highway Engineer

217/Sunset Interchange

Met with Larry Rice, Marty Nizlek and John Rosenberger from Washington County, and Ed Hardt to discuss the process to acquire the 217/Sunset Interchange right-of-way.

Laid out the process as discussed in my October 1 memo to the file.

Discussed the current zoning and approved plan. The 1973 PUD 17 is in force as the plan. The revisions since that date are not in force, are now tied up in legal actions. The zoning now in effect is that zoning prior to the approval of the 1973 PUD 17.

The current existing plan calls for office commercial. The current existing zoning is RU 3, these two are not consistent. The 1973 decision on the Milwaukie plan established the plan to control over the zoning.

In order to proceed with development of the property, the owner must request to rezone the land in conformance with the plan. At the time the zone change was considered by the county at the request of the owner, the county would enforce its growth management policies. Those policies require dedication of right-of-way for public improvements required to serve the development with the new zoning.

The property owners would require the zoning to be revised from RU 3, the current zoning, to B 3 the compatible zoning for the PUD plan. The county would require dedication of all right-of-way necessary for the interchange and Barnes Road as part of the conditions for the zone change.

We, therefore, have three possibilities to appraise the property.

(1) The existing plan as office commercial.

(2) The existing RU 3 zoning.

(3) The existing growth management policies--dedication of the right-of-way.

Discussion purused the dedication issue when the project was developed and initial right-of-way estimates made. The assumption was that the Barnes Road right-of-way would be dedicated by the adjacent owners.

This includes all of the right-of-way for the reconstruction of Barnes Road from the current construction project underway, roughly the St. Vincent's property westerly on the north side of the interchange, and then northwesterly through the PUD. The cost to the project would be the remainder of the right-of-way required for the interchange located south of the southerly right-of-way line for the reconstructed Barnes Road appraised at the RU 3 value.

The above discussion would indicate that three appraisals need to be required. The first two being those discussed earlier. The three being as follows:

(1) The entire right-of-way take planned office commercial.

(2) The entire right-of-way take zoned RU 3.

(3) The right-of-way take excluding that right-of-way required for the reconstruction of Barnes Road and which right-of-way will be dedicated to the county, and which a portion of Barnes will be the county's responsibility for maintenance, appraised as RU 3.

Larry Rice will put together a letter to further establish the process in order to obtain the ability to develop the Peterkort property as office commercial as described in this memo.

The county will assist with the initial contact with the property owners, including Peterkort, to lay out the four appraisals (the fourth being the dedication of the right-of-way and zero value). This meeting should take place in approximately six weeks, or prior to December 1.

Ed Hardt will pursue contact with Tri-Met relative to acquisition of the transit station right-ofway involving the same property owners and many of the same issues, to coordinate that acquisition with the highway project right-of-way acquisition. We could either purchase at the same time, or purchase under the same assumptions individually.

RNB:lb

cc J. B. Boyd
E. L. Hardt -- Suggest that you meet with Rod Henry to be sure that the assumptions given to the appraisers are clear.

HIGHWAY DIVISION PLA

MEMO October 1, 1982

Robert N. Bothman
Assistant State Highway Engineer

217/Sunset Interchange Update

I discussed this date the right-of-way acquisition for the 217/Sunset Interchange with Bruce Boyd and Marty Nizlek.

It appears that the process should include the following:

(1) Review and establish the appraisal for the right-of-way. This will require review of the documents establishing the current use, agreement on the interpretation of those documents, and a decision by right-of-way on the appraisal.

(2) The second step would be to meet with the County, possibly Wednesday, October 6 to review the appraisal and lay out the strategy to negotiate with the property owner(s). We may need some action on the part of the County to support our negotiations.

(3) The third step is to negotiate with the property owners. It can be assumed that the negotiations will be beyond the capabilities of the normal Right of Way Agent effort; meaning, we need to review the bigger issues such as maintaining the overall budget for the interchange.

The purpose of this effort is to build the 217/Sunset Interchange within the existing budget (approximately $16 million). It would be my recommendation to both Ed Hardt and Bruce Boyd that we proceed with the project as long as the estimted cost at any given point in time is within reason of the authorized funds for the project. If at any point in the development of the project we see a substantial overrun occurring, the project should then be downscoped to meet the budget.

The first step is to establish the budget for the right-of-way acquisition as it relates to the budget for the entire project including right-of-way acquisition, construction and other costs such as utilities and engineering.

The schedule for the current project, assuming the current funding level planned for 1983 is to contract the work on this project in twelve months or prior to October 1, 1983.

RNB:lb

cc J. B. Boyd -- I need your best effort October 5 in order to discuss our strategies with the County on October 6.

E. L. Hardt -- suggest you try to schedule a meeting with Larry Rice and/or other County folks from Public Works and Planning, Wednesday, October 6. I would be available prior to the PMG meeting at 10:00 a.m. We could meet in the Beaverton area from 8:00 to 9:30 a.m., allowing us one-half hour to get to the PMG meeting. Bruce will make an extra effort to have his information completed October 5.

September 30, 1982
2:30 p.m.

Larry Rice called and gave the following information:

SUBJECT: 217/Sunset Right-of-Way

All information you requested has been given to Jim McClure and Bob Heard and explained to Greg Meyer.

County cannot give you estimates and best use appraisal in that business.

"I do not know what else we can give you that you do not already have."

He added that he felt the State's appraisal section should value the property for its existing zoning for current land use (RU 3) in the plan designation.

HIGHWAY DIVISION

E. L. Hardt
Metro Region Engineer

September 24, 1982

Robert N. Bothman
Assistant State Highway Engineer

217/Sunset Interchange

From our discussions Tuesday, it appears that a key to advancing the FY 1983 Interstate transfer program rests with the construction contract on the 217/Sunset Interchange.

The key to accomplishing a construction contract prior to October 1, 1983 rests with the acquisition of right-of-way.

Discussions with Larry Rice and Marty Nizlek indicate that preliminary meetings seem to be going in the right direction. In addition, my recent memo to Larry Rice specifying the completion of the interchange within budget has reinforced our case insofar as maintaining the right-of-way costs in the one to two million dollar range.

Larry seemed to feel, while Marty seemed to question, that the current land use status of the property involved is residential--not commercial--until such time as the interchange is in place. That would dictate that our current appraisal should be based on the previous PUD residential zoning as opposed to the revised zoning of commercial which is predicated upon the completion of the infrastructure, and more specifically, the interchange.

I suggest you explore directly with Bruce Boyd how our appraisals are to be made. If in fact our appraisals are as Larry has suggested, that is, based on a residential zoning, we are probably in the ballpark. If we can't agree to that appraisal approach, the second approach would be to gain agreement for dedication of the necessary portion of the right-of-way i.e. the Barnes Road portion of the right-of-way within the 217/Sunset Interchange project, to bring the remaining appraisal down to the one to two million dollar range.

Because of the timing problem, you need to expedite the in-house discussions, discussions with Washington County and eventually the right-of-way negotiations.

RNB:lb

cc J. B. Boyd

[illegible]

HIGHWAY DIVISION ROW

Jim McClure
Project Development Engineer

August 17, 1982

Robert N. Bothman
Assistant State Highway Engineer

Sunset Highway/217 Interchange
Right-of-Way Acquisition

I would challenge the substantial increase in the right-of-way acquisition estimate for the Sunset Highway/217 Interchange project.

The appraisal for the right-of-way is not straight forward because of the county planning effort in the development of the Peterkort plan amendment as well as POD 17.

As I remember, the plan amendment as well as the POD 17, indicated that the right-of-way was set aside for public purposes. That is, it has no value insofar as development into industrial, commercial or residential properities, and more specifically, high density residential property.

In fact, it would seem that the property would have little value in terms of cash to the present owners since the Comprehensive Plan will not allow the property to be developed because of lack of access and roadway capacities feeding the property.

RNB:lb

cc E. L. Hardt
J. B. Boyd
Ken Rolfe

RECEIVED
ASST STATE HWY ENGR
AUG 16 '82
REFER TO
FOR

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
5821 N.E. GLISAN STREET, PORTLAND, OREGON 97213

August 12, 1982

In Reply Refer to
File No
334-1964

JOHN E. ROSENBERGER
Principal Planner/Land Development
Washington County
150 North First Avenue
Hillsboro, OR 97123

Subject: Barnes Road Extension/Right-of-Way Dedication
Sunset Highway/217 Interchange Project

The planning commission action granting the Peterkort plan amendment to POD 17 was subject to various conditions. During the development of our interchange project, it has been our understanding that the right-of-way for Barnes Road from the Peterkort's east property line would be dedicated as a condition to the plan amendment. This is the portion of Barnes Road that will be constructed in conjunction with the interchange project.

In reading your February 12 letter to J. Peterkort and Company, condition No. 3 indicates "the applicant shall dedicate the right-of-way for the realignment of S.W. Barnes Road to urban arterial standards across the subject property". This condition goes on to indicate "the level of participation by the applicant in the construction of the realignment of S.W. Barnes Road shall be determined at the time specific development proposals are submitted". Attached is a map showing the right-of-way to be dedicated for the portion of Barnes Road that extends through the interchange. This area is highlighted in orange on this map. Please confirm if this portion of Barnes Road through the interchange is to be dedicated by the Peterkorts as part of the plan amendment conditions.

Our department is currently in the process of programming funds to acquire the property for the interchange which is now estimated at $3.8 million for the right-of-way portion of the interchange. Following the appraisal process, I anticipate that the actual acquisition of land will be initiated early next year with construction possibly slated for October 1983. Construction of the interchange is estimated at $14 million and may be eligible for the supplemental funds that we may receive this year.

Your assistance in confirming which properties are to be dedicated would be appreciated as soon as possible so the dedication can be reflected properly in our appraisal process.

JAMES D. McCLURE
Project Development Engineer

JDM:po

cc: Larry Rice
Rick Daniels
Marty Nizlek
R. N. Bothman
E. L. Hardt
Ken Rolfe
Curt Duval
Bob Heard

Attachment

[illegible]

t

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 5, 1982

IN REPLY REFER TO
FILE NO.:
CON 21

L. R. Knepper
General Manager
Automobile Club of Oregon
600 S. W. Market Street
Portland, OR 97201

Thank you for your letter of July 26 and for enclosing the editorial on the McMinnville project. I will ask our Traffic Section to review the statistics and information presented in the editorial and review the project in light of that information.

[illegible] 21-4 R. Salmon

I think it should be pointed out that as long as rigorous enforcement is applied to keep speeds down, then the accident figures may remain as low as they are. However, it may be that the best way to correct the problem is through permanent road improvement and traffic control

Historically, all of the previous solutions discussed for Three Mile Lane have been major reconstruction projects costing in the millions of dollars. The recent estimate of $325,000 is a result of the Division's attempts to solve the problem with a more cost-effective solution. And yes, the proposed improvement will be reviewed by the proper staff in the Department before proceeding with any construction.

I am quite puzzled over your remarks on the interchange revisions between the Sunset and Highway 217. The Department does not decide on major projects behind closed doors. We have a rigorous project development process that includes extensive technical analysis, Citizen Advisory Committees, public meetings and hearings. These are routine and serve to insure that the people of Oregon have their say in all matters of transportation system development. Even the no-build alternative is carried through the hearing process.

I am not suggesting that all will be happy with the outcome of the process, but I can assure you that all those wishing to do so have the opportunity to participate.

Fred D. Miller
Director

bc H. S. Coulter
E. S. Hunter
R. N. Bothman
G. A. Potter
C. O. Fredrickson

GAP:lb fn

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WORLD WIDE TRAVEL 222-6767
SALES 222-6900
INFORMATION 222-6734
INSURANCE 222-6744

July 26, 1982

Fred Miller
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Fred:

A McMinnville AAA member sent me the enclosed copy of an editorial in the McMinnville NEWS-REGISTER dated July 19, 1982. This editorial interested me as it appears from the editorial itself that when some of your engineers and planners make up their minds to do something, they are going to do it whether it's the best thing to do or not.

Fred, there must be some substance to the editorial because why else would it have been written? I would hope that someone in the Transportation Department besides the "Regional Operation Supervisor" would investigate and review the proposed improvement at the Three Mile Lane interchange. I'm sure, Fred, that editorials such as this can only serve to inflame more voters to vote against road user tax increases.

I've heard similar complaints from members who live in the Cedar Hills area who were present at a Transportation Department hearing on the proposed 217-Sunset interchange improvement. The big objection appeared to be the proposal to eliminate the present eastbound egress from 26 to Highway 217 and instead construct a massive concrete, very expensive overpass to accomplish the same purpose. It was also noted at that meeting that apparent bureaucratic planners had the interchange all planned even before they went to the voters and the public apparently only because that is required by law.

I would hope, Fred, that except for the above two projects that there are no others in the state that generate bad publicity and feelings with the voters and taxpayers.

Sincerely,

Bob

L. R. Knepper
General Manager
(503) 222-6747

LRK:dn

Scott -
Do we have an answer for Knepper and for Bladers?

RECEIVED
DOT DIRECTOR
JUL 28 '82
REFER TO
Coulter
FOR

CHARLES E. SNELL, *President*
WARREN A. McMINIMEE, *Vice President*
DAVID L. DAVIES, *Treasurer*
L. R. KNEPPER, *General Manager*

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July 26, 1982

Fred Miller
Department of Transportation
Transportation Building
Salem, Oregon 97310

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Sincerely,

Bob

L. R. Knepper
General Manager
(503) 222-6747

LRK:dn

RECEIVED
DOT DIRECTOR
JUL 28 '82
REFER TO [illegible]
FOR

OFFICERS & DIRECTORS

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Hood River

472-5114

News-Register
MONDAY, JULY 19, 1982 A4
McMinnville, Oregon

Whatchamacolumn

Three Mile Lane project too late

By JEB BLADINE
N-R Editor

Gas tax revenues lag woefully behind highway improvement needs. But ironic as it seems, our Highway Department has to be dissuaded from pushing through expensive roadway "improvements" that are not always all that necessary.

I hesitate, of course, to complain about any Highway Department expenditure in Yamhill County. For the past 10 years people have been complaining about lack of such projects here. So state officials must think it gratuitous to complain when spending is scheduled.

But logic must prevail over spending for the sake of spending. My topic is Three Mile Lane, and an extremely expensive traffic light and interchange realignment planned by the state. Better that the money scheduled for that use be given to McMinnville for financing much-more-needed traffic signalization.

Before explaining this situation, let me digress momentarily to just-completed negotiations for a traffic light installation in South McMinnville.

Financing for the light must come from developers of a shopping center where now sits the roadside portion of Southwest Mobile Terrace. They planned for a $60,000, five-phase traffic light installation. As required, they paid for an independent traffic engineer's study to verify that such signalization was adequate. The study was done, verification received.

But a Highway Department traffic engineer decided suddenly that turn lanes, realignment of the Hewlett-Packard entrance and related work was necessary. Total cost: $160,000, all to be borne by the developer.

Outrage, naturally, was rampant at H-P (who didn't want the intersection changed), at City Hall and among developers. It took three months before top brass at the Highway Department finally curtailed their staff's plan to stick one developer with total cost of major highway intersection realignment.

years has been billed as the most dangerous stretch of highway in Yamhill County. Deaths mounted over the years at the interchange, and still there was inadequate response from the state.

The historical record proves that indeed this was Yamhill County's most dangerous roadway. Consider the accidents investigated by our Oregon State Police Office -- others were investigated by the Sheriff's Office -- since 1978:

- OSP officers in 1979 investigated 12 Three Mile Lane accidents involving 24 vehicles, injuring 13 people. Five of those accidents with six of the injuries occurred at the interchange.
- In 1980, the Three Mile Lane stood at two dead, 19 injured in 18 accidents involving 37 vehicles. Ten of the accidents -- including both fatalities and 11 of the injuries -- occurred at the interchange. It was a terrible record of inattention producing considerable human suffering.
- It was in 1980 that local citizens, led by the News-Register and despite the refusal by McMinnville City Council to assist, began a battle to have speed limits reduced in that area. Oregon's Speed Control Board -- despite some staff opposition -- correctly approved the request. In mid-1981, speeds were cut from 55 mph to 45 mph out Three Mile Lane, and from 50 mph to 40 mph at the interchange.
- In 1981, the OSP compiled "transition year" statitics. There were four accidents before and four after the speed change, with a total of four injuries.

NOW COMES the clincher: In the first six months of 1982, Oregon State Police have investigated only two accidents on Three Mile Lane. One was at the interchange in May, with only a minor injury involved; the second was elsewhere on Three Mile Lane in June, with no injuries.

New speed limits -- enforced vigorously by OSP patrolmen -- have made the difference. No longer is there a "Blood Alley" at this entrance to McMinnville. The 10 mph reduction gives motorists the necessary time to make correct driving judgments, and the result has been tremendous savings in life, limb and dollars.

But the state Highway Department has budgeted -- for the fall of 1983 -- a $325,000 improvement at the Three Mile Lane interchange: $100,000 for a traffic light and $250,000 for new roadway channelization. These "extremely rough estimates," said the regional operations supervisor, will be reviewed before any tax money is spent.

"We would be remiss," he said, "if we didn't continue design work up to the point of contract letting. Then we will review the project to see if it is still needed."

Assuming continuation of newly reduced traffic accident counts, it would be a waste of money to spend $325,000 to correct a problem that seems to have been corrected. The state Highway Department, after doing little to correct the problem for so many years, is a little late with its expensive project.

9765

7-22-82

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIST ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-27-2(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00026

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/22/82

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:

Beaverton/Tigard Highway Interchange Section

11. GENERAL DESCRIPTION OF WORK

PS&E Preparation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 12/11/81. Record of decision issued 7/20/82.

RECEIVED
STATE HWY ENGR
JUL 23 '82
REFER TO Mo[illegible]
FOR
Info | Inves | R/D | D R | Sign | Act | File

Orig to
7-26-82

14. DATE 7/22/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1-47

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

June 15, 1982

J. H. Versteeg
Road Design Engineer

Files 52875 through 52879
Beaverton/Tigard Highway
Interchange Section
Sunset Highway
Washington County

RECEIVED
JUN 18 1982
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

Do Not File [ ]
Return To
Bring Up
Action

Attached are descriptions (5 files), an authorization and right of way prints covering right of way required for the subject project, scheduled for fiscal second quarter of 1984.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9865

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

IX-27-2(5)

In Reply Refer to
File No.:
ENV 3

June 2, 1982

TO WHOM IT MAY CONCERN:

The enclosed copy of the Final Environmental Impact Statement for Beaverton/Tigard Highway Interchange in Washington County, Oregon has been adopted by the Federal Highway Administration and filed with the Environmental Protection Agency and is being submitted for your review and comment. This document is being distributed on behalf of the Federal Highway Administration in accordance with 23 CFR 771.

If it is your desire to further explore the impact of this project on the community, please address your comments to the Federal Highway Administration, The Equitable Center, Suite 100, 530 Center Street NE, Salem, OR 97301. This office would appreciate a copy of your comments.

Very truly yours,

Gary A. Potter

Gary A. Potter, Manager
Environmental Section

GAP:lb

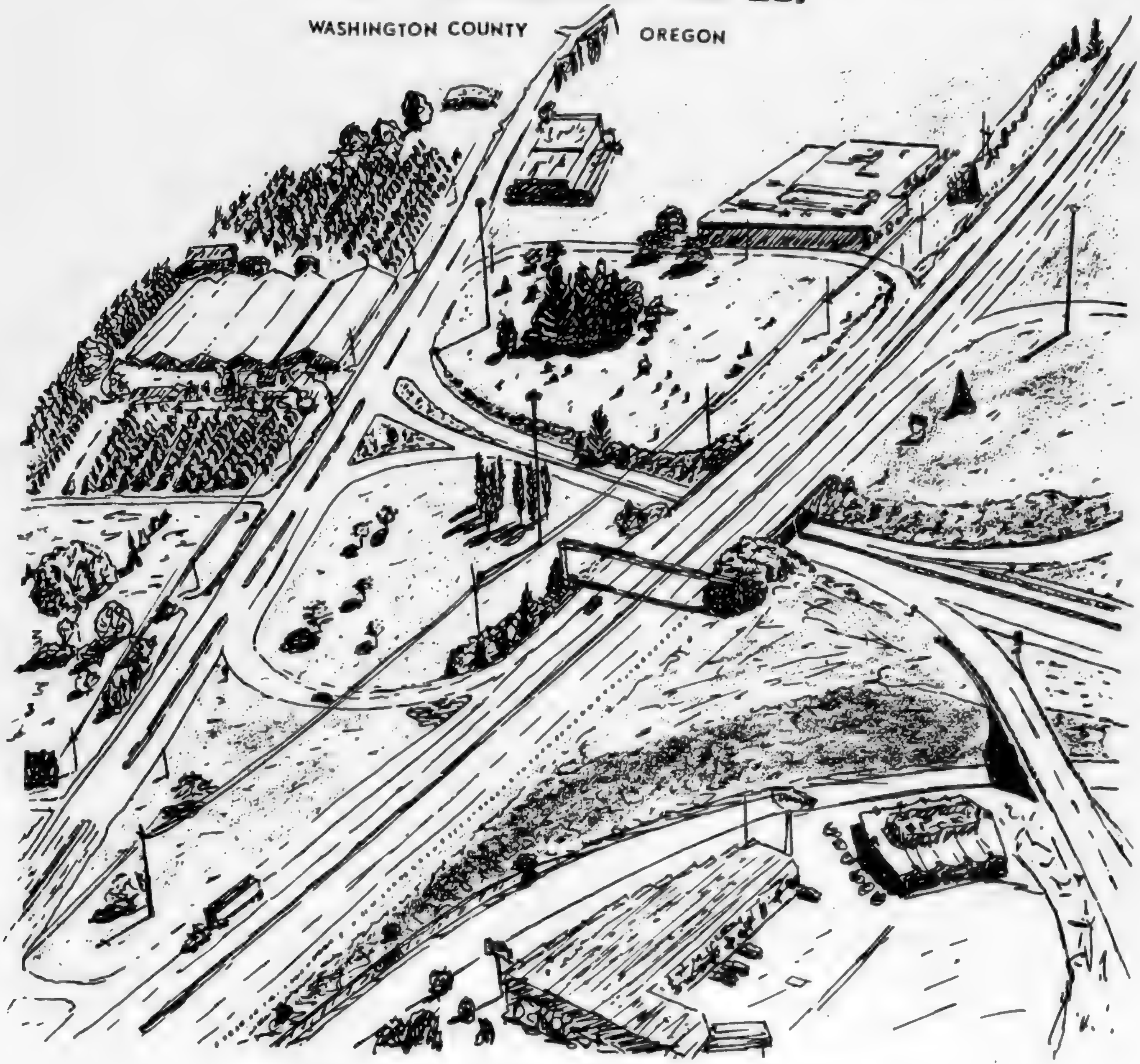
Form 734-3122

BEAVERTON–TIGARD HIGHWAY INTERCHANGE

FINAL ENVIRONMENTAL IMPACT STATEMENT

SUNSET HIGHWAY (US 26)

WASHINGTON COUNTY OREGON



Oregon Department of Transportation

and

Federal Highway Administration

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

IX-27-2(5)

FHWA-OR-EIS-81-04-F

Beaverton-Tigard Highway Interchange
Sunset Highway (US 26)
Washington County, Oregon

FINAL ENVIRONMENTAL IMPACT STATEMENT

Submitted pursuant to 42 USC 4332(2)(c)

U.S. Department of Transportation
Federal Highway Administration
and
Oregon Department of Transportation

3-16-82
Date

Assistant State Highway Engineer

May 17, 1982
Date

For FHWA Div., Environmental Program Title

The following persons may be contacted for further information:

Dale E. Wilken
Federal Highway Administration
530 Center Street NE
Salem, OR 97301 (503) 378-3832

Gary A. Potter
Oregon State Highway Division
412 Transportation Building
Salem, OR 97310 (503) 378-8486

Abstract:

The draft EIS evaluated two build alternatives to reconstruct the US 26/ORE 217 Interchange and the no-build alternative. A build alternative, Alternative 2, as modified, has been selected. The selected alternative will enlarge the interchange, allowing increased traffic capacity because of access and operational improvements; traffic safety will also improve. This alternative permits a new arterial access to the interchange. The project requires the acquisition of approximately 13.8 acres of land, and displacement of a four-unit apartment building, four single-family residences, a greenhouse complex and several outbuildings. Comparable replacement housing is available. The project is consistent with local land use plans, improves area air quality and incorporates noise mitigation measures.

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SUMMARY

1. Project Description.

The proposed project is located at the junction of U.S. 26 (Sunset Highway) and OR 217 (Beaverton-Tigard Expressway), approximately five miles west of the city center of Portland, Oregon (Figure 1).

The project will increase the size and traffic capacity of the US 26/OR 217 Interchange on the northerly side of US 26, and will modify some of the circulation in the southerly half. It will also permit a direct connection from the interchange for a county-proposed extension of Barnes Road through a 250-acre tract of developable property to the north and west.

2. Major Alternatives Considered.

Two build alternatives and a no-build alternative were considered for this project. Following the project hearing and receipt of comments, Alternative 2 was selected, with modifications, for construction.

Alternative 1 would completely revise the size and configuration of the northerly half of the interchange, eliminating the existing hazardous lane-changing section between ramps on westbound US 26, increasing the interchange curve radii and numbers of lanes, lengthening deceleration lanes, and adding signals at critical intersections. Related circulation patterns on the southerly side of the interchange would be modified to accommodate the changes on the northerly side, and the existing direct access from eastbound US 26 into Cedar Hills Shopping Center would be eliminated. Existing driveway accesses north of the interchange would be purchased (the project would remove the residences served by the existing accesses). Substitute access would be at Cedar Hills Boulevard Interchange.

Alternative 2, Modified, is the selected alternative for the project. It will include construction similar to Alternative #1, but will also permit a major arterial connection at the north side of the interchange for a county-proposed extension of Barnes Road through 250 acres of developable property north and west of the interchange.

The No-Build Alternative would maintain the present configuration of the interchange which is presently operating above its design capacity during peak traffic periods. Existing driveway accesses along the interchange section of Barnes Road would remain.

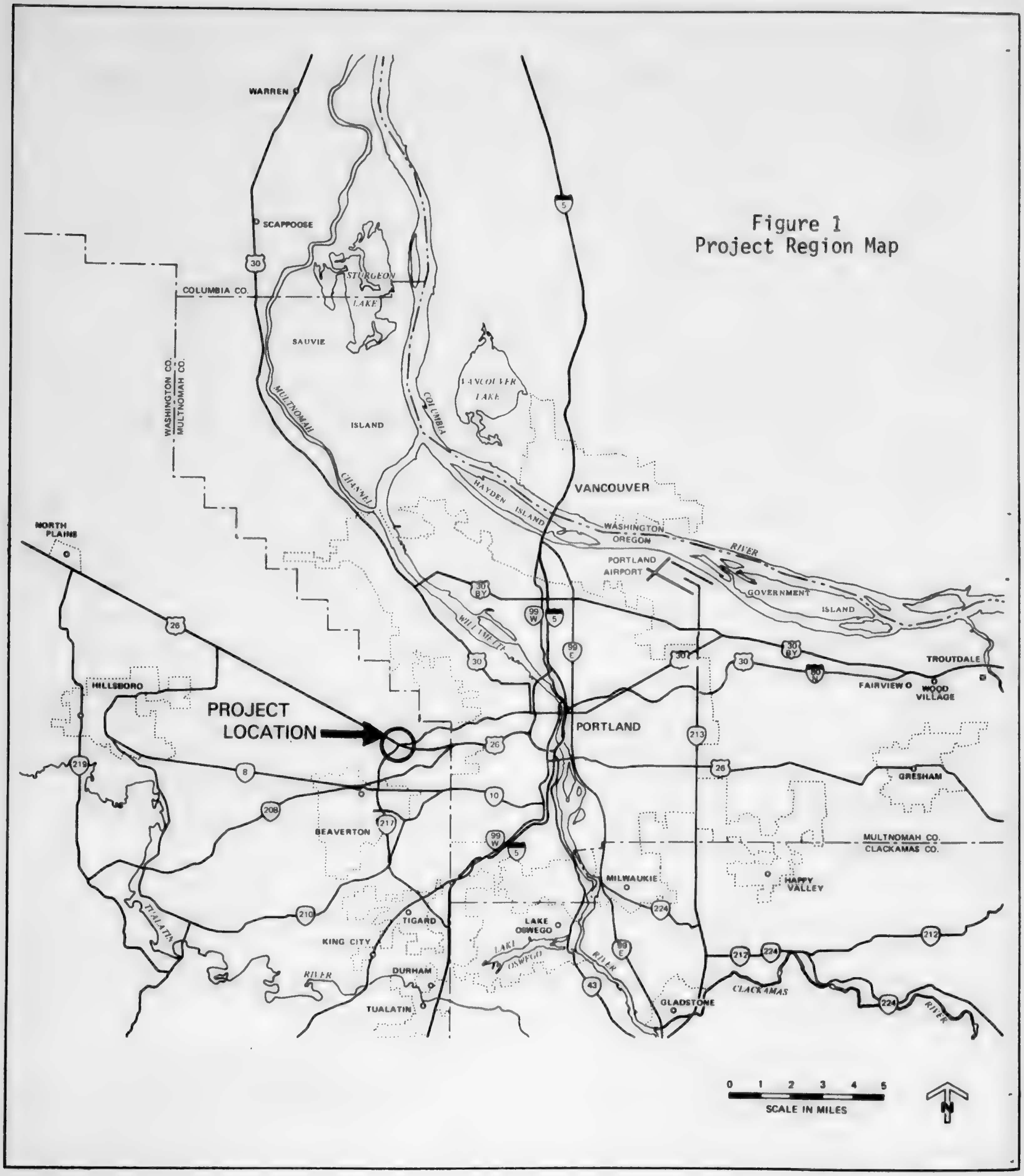


Figure 1
Project Region Map

WARREN
SCAPPOOSE
30
5
COLUMBIA CO.
STURGEON LAKE
SAUVIE
ISLAND
MULTNOMAH CHANNEL
COLUMBIA
VANCOUVER LAKE
WASHINGTON CO.
MULTNOMAH CO.
VANCOUVER
HAYDEN ISLAND
WASHINGTON
OREGON
RIVER
PORTLAND AIRPORT
GOVERNMENT ISLAND
NORTH PLAINS
26
30 BY
99 W
5
99 E
WILLAMETTE
30
30
30 BY
80
TROUTDALE
FAIRVIEW
WOOD VILLAGE
HILLSBORO
PROJECT LOCATION
PORTLAND
213
219
8
26
26
GRESHAM
208
10
BEAVERTON
217
99 W
5
MULTNOMAH CO.
CLACKAMAS CO.
MILWAUKIE
HAPPY VALLEY
224
TUALATIN
210
TIGARD
LAKE OSWEGO
KING CITY
LAKE OSWEGO
99 E
212
212
224
RIVER
RIVER
DURHAM
43
TUALATIN
GLADSTONE
CLACKAMAS
224
RIVER
0 1 2 3 4 5
SCALE IN MILES
N

3. Environmental Impacts

A. Alternative 1 would have required 13.6 acres of additional right-of-way; Alternative 2, Modified, will require 13.8 acres. A four-unit apartment house, four-single-family residences, several outbuildings and a greenhouse complex would be removed by either Build Alternative.

B. The build alternatives support urbanization of developable land within the urban growth boundary. Alternative 2 may attract the most intense development by allowing a new arterial access to the interchange.

C. The No-Build Alternative traffic circulation at the US 26/OR 217 Interchange would have fallen to a level of service F (heavy congestion) before year 2000. Traffic circulation in Cedar Hills Boulevard Interchange would have fallen to a level of service D-E (fair-poor) by the year 2000. Alternative 1 would have given a level of service C (good) at US 26/OR 217 Interchange but would not have improved the function of Cedar Hills Boulevard Interchange. Alternative 2, Modified, will permit a connection at US 26/OR 217 Interchange for a future Barnes Road Extension which will relieve Cedar Hills Boulevard Interchange (Level of Service C-D in the year 2000) while maintaining level of service C at the US 26/OR 217 Interchange.

D. A total of 21 houses would have been exposed to noise levels exceeding L_{eq} 67 dBA, under the No-Build Alternative. The project will reduce the number to 16 houses, since it would remove five of the existing 21, and a noise wall has been added on the north side of US 26 to further reduce these impacts.

E. Sidewalks and shoulder bicycle lanes included in the project will provide pedestrian and bicycle connections which do not now exist between the north and south sides of US 26 at the interchange.

F. Air pollutant emissions at the US 26/OR 217 Interchange would have been slightly less for Alternative 1 than for the No-Build and will be slightly greater for Alternative 2, Modified. However, Alternative 2, Modified, in conjunction with Barnes Road Extension, will help relieve traffic congestion and volumes and associated pollutant emissions at the Cedar Hills Boulevard Interchange, providing a net improvement in air quality for the area.

4. Areas of Controversy

A. Stimulation of Land Development - There are local differences of opinion as to the types and extent of development desirable on the 250 acre tract of developable land northwest of the interchange. Alternative 1 would have attracted less intensive development because it would not have permitted access at the interchange; Alternative 2, Modified, may attract more intensive development by providing for an additional arterial access to the interchange.

B. Shopping Center Access - An existing direct exit from eastbound US 26 to Cedar Hills Shopping Center will be eliminated, requiring motorist to use a less direct route to reach the shopping center.

C. Traffic Generation on Barnes-Burnside Corridor -Multnomah County and the City of Portland expressed concern about the attraction of commuter traffic onto Barnes Road-Burnside Street when the widening of Barnes Road was first proposed. The interchange project will increase the capacity for traffic movements to and from Barnes Road, once the widening project is completed. Existing roadway capacities at the easterly end of Barnes Road will remain at today's levels, and are not expected to encourage disproportionate increases in traffic on Burnside Street.

IMPACT SUMMARY TABLE

	NO-BUILD ALTERNATIVE	ALTERNATIVE 1	ALTERNATIVE 2, MODIFIED (SELECTED PROJECT)
Project Description	Maintains existing interchange which contains sharp curves, short traffic weave sections and at-grade traffic conflicts.	Expands interchange to make curves gentler. Eliminates traffic weaves. Separates freeway-to-freeway circulation from local circulation. Eliminates access spur to Cedar Hills Shopping Center. Provides sidewalk. Signalizes local intersections.	Same as Alternative 1, but permits a connection for a county-proposed Barnes Extension to the northwest, which would provide access through developable land. Adds a third westbound lane to US 26 between US 26/OR 217 Interchange and Cedar Hills Boulevard Interchange.
Estimated 1980 Project Cost	--	Construction: $12,640,000 Right-of-way and access: $1,255,000	Construction: $13,140,000 Right-of-way and access: $1,107,000
Visual Characteristics	No Change	Increases size of interchange.	Increases size of interchange. Greater amounts of freeway-oriented business development likely.
Geology and Hydrology	No changes	Fills a depression formed by a collapsed lava tube formation, recognized as unique in the area. Increased pavement area increases surface water runoff by approximately 4.5 acre feet per year.	

IMPACT SUMMARY TABLE (continued)

	NO-BUILD ALTERNATIVE	ALTERNATIVE 1	ALTERNATIVE 2, MODIFIED (SELECTED PROJECT)
Cultural Resources		None present.	
Transportation	Interchange reaches level of service F before year 2000. Cedar Hills Boulevard Interchange reaches level of Service D-E by year 2000. Longer, more congested peak hours as traffic increases. Continued lack of north-south pedestrian or bicycle route. Further increases in high accident rates as traffic increases. Requires increased capacity at Cedar Hills Boulevard.	Interchange operates at level of service C through year 2000. Cedar Hills Boulevard Interchange reaches level of service D-E by year 2000. Includes sidewalks. Reduces accident rates at project interchange to levels lower than for the other alternatives. Requires increased capacity at Cedar Hills Boulevard.	Interchange operates at level of service C through year 2000. Cedar Hills Boulevard Interchange operates at level of service C-D through year 2000 (if Barnes Road Extension is constructed). Reduces traffic volumes at Cedar Hills Boulevard Interchange by shifting it to US 26/Highway 217 Interchange via Barnes Road Extension. Includes sidewalks and bicycle lanes. Reduces accident rates below those expected for the No-Build. No additional capacity is needed at Cedar Hills Boulevard.
Noise	21 dwellings would receive noise levels over L_{eq} = 67 dBA by the year 2000.	16 dwellings would receive noise levels over L_{eq} = 67 dBA by the year 2000 (five dwellings impacted under the No-Build would be removed). A noise barrier is planned to reduce this impact for some houses.	

IMPACT SUMMARY TABLE (continued)

	NO-BUILD ALTERNATIVE	ALTERNATIVE 1	ALTERNATIVE 2, MODIFIED (SELECTED PROJECT)
Air Quality	Higher CO emissions than Alternative 1 or 2 by year 2000 because of increasing congestion at US 26/OR 217 Interchange and Cedar Hills Boulevard Interchange.	Slightly lower CO emissions than for No-Build at US 26/OR 217 Interchange by year 2000.	Slightly higher CO emissions than for No-Build at US 26/OR 217 by year 2000, but net improvement over No-Build and Alternative 1 because of decreases at Cedar Hills Boulevard Interchange.
Land Use and Right-of-Way	No Change. Development could proceed in accordance with POD #17 (existing plan), using Cedar Hills Boulevard and local streets for access.	Requires 13.6 acres of new right-of-way. Removes four single-family residences, one four-unit apartment building and a greenhouse complex. Purchases existing private accesses to Barnes Road at the interchange. Development could proceed in accordance with POD #17.	Requires 13.8 acres of new right-of-way. Removes same buildings as Alternative 1. Increases possibility of more intense urban development than in POD #17. Permits new arterial access for connection of Barnes Road Extension to northwest.
Socioeconomics	The interchange and US 26 would continue to be barriers to pedestrian and bicycle movement north and south.	Includes north-south pedestrian route. Loss of 4-5 jobs at Peterkort greenhouse operation. County tax base initially decreases by $552,000.	Includes north-south pedestrian route. Greater urban developmental influence than No-Build or Alternative 1. Loss of 4-5 jobs at Peterkort greenhouse operation. County tax base initially decreased by $559,200, then increases with development. Possible increased employment with increased development.

PURPOSE AND NEED

The purpose of the project is to increase the capacity and safety of the US 26/OR 217 Interchange and to better serve the expanding transportation demands generated by urban growth in the area. Selected Alternative 2, Modified, also has the additional purpose of providing for a direct arterial connection for a county-proposed Barnes Road Extension from the interchange through a developable 250-acre tract, presently in agricultural use, northwest of the interchange. The connection will allow a greater potential for urban development of the area.

The south half of the US 26/OR 217 Interchange is presently constructed to handle freeway-to-freeway traffic. The north half, however, is essentially an improvisation on the original oblique junction of Barnes Road and US 26. It is no longer capable of efficiently and safely handling the traffic peaks being generated by massive urban development in Washington County. Since 1970, extensive residential development, with access to Barnes Road, has occurred north of US 26. St. Vincent Hospital, a major regional medical facility, is now located on Barnes Road, just east of the interchange, and generates large quantities of traffic.

For the large traffic volumes now using the interchange, the lane-change section between the entrance and exit ramps on westbound US 26 is too short, interchange curves are too sharp, and conflicts among at-grade turning movements have become too great. The proposed project is intended to alleviate these problems. However, the new arterial access is likely to attract additional traffic which will consume some of the increased capacity.

ALTERNATIVES

The proposed project is intended to address freeway-to-freeway and local traffic flow problems, primarily in the northerly half of the interchange. Two build alternatives and the No-Build Alternative were considered.

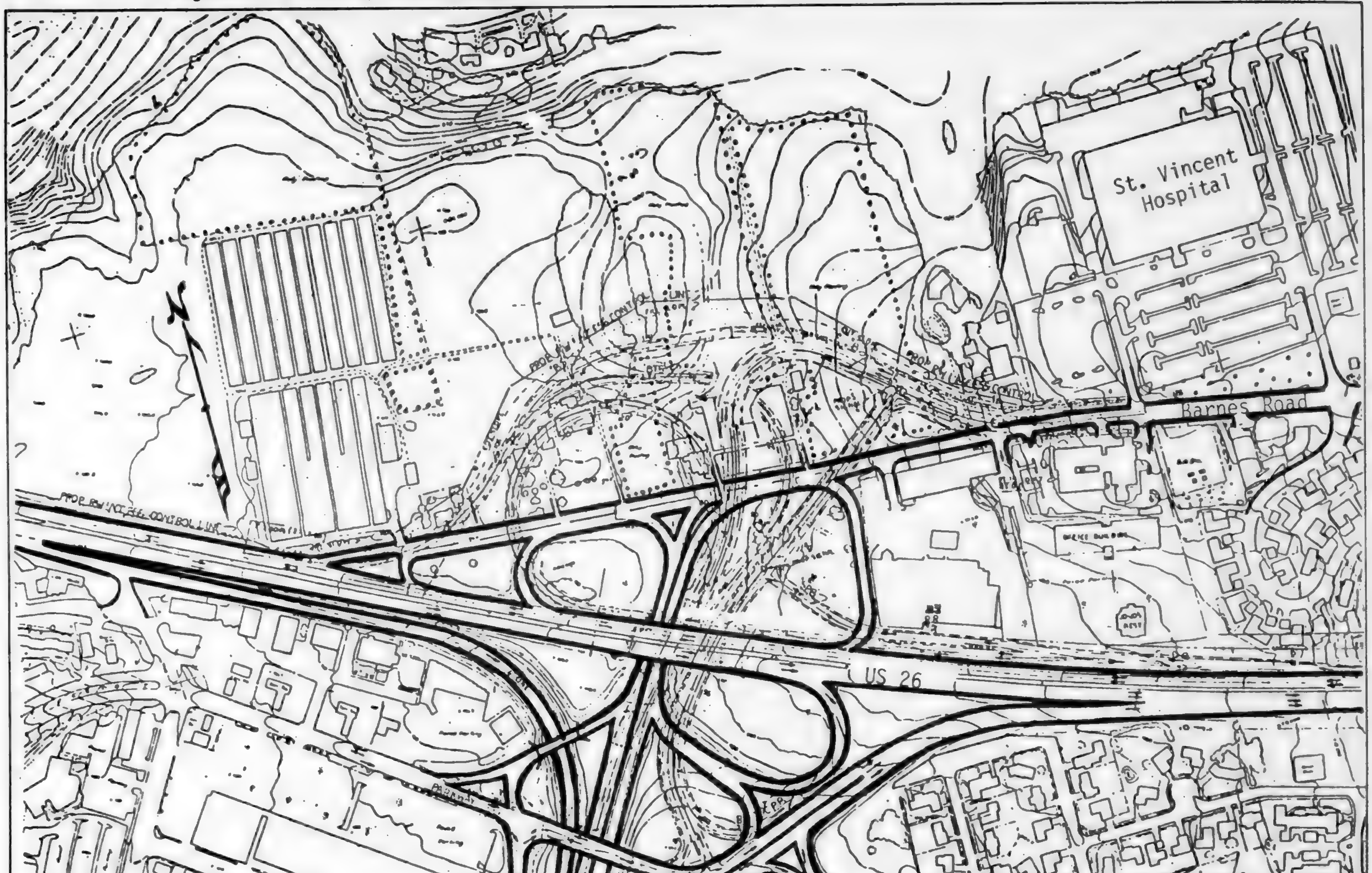
Both build alternatives proposed major enlargement of the north half of the interchange to reduce traffic conflicts and increase capacity. Complete access control will be acquired along the north side of the interchange between US 26 on the west and the proposed north-south connector on the east. The major difference between the build alternatives is the provision, in Alternative 2, for a major arterial connection for the county-proposed Barnes Road Extension to the north and west.

THE NO-BUILD ALTERNATIVE (EXISTING FACILITY)

The existing US 26/OR 217 Interchange (Figure 2) provides connections for all possible vehicular movements between Sunset Highway (US 26), OR 217 and Barnes Road. The northerly half of the interchange is confined within a triangle formed by the junction of Sunset Highway and Barnes Road on the northwest and south and by Sunset Business Park on the east. Confinement within these bounds requires many of the connecting curves in the interchange to be quite sharp. This slows traffic and causes congestion in the interchange and on connecting highways during peak hours. Westbound US 26 receives traffic from northbound OR 217 just before the exit for Barnes Road and southbound OR 217. This 700-foot traffic lane-changing section causes considerable congestion on US 26 during evening peak traffic and is aggravated by the acute curvature of the off-ramp. Several other turning conflicts and lane-changing sections add to the congestion in and around the confined interchange (see traffic section for details).

Had it been selected, the No-Build Alternative would have maintained the interchange in its present configuration.

Figure 2. Existing Interchange.


St. Vincent Hospital
Barnes Road
US 26

ALTERNATIVE 1

Alternative 1 (Figure 3a) is rejected because it would not provide the break in the northerly access control line as provided in Alternative 2, for a future connection for Barnes Road Extension. This was the basic difference between Alternative 1 and 2.

THE SELECTED PROJECT (ALTERNATIVE 2, MODIFIED)

In response to public comments on the project, Alternative 2 (Figure 3b), presented in the Draft Environmental Statement (DEIS), has been selected, with modifications, for construction (Figure 3c).

The proposed project will include the following major features:

1. The interchange area will be enlarged 500 feet northward to accommodate longer, more gently curved ramp connections.
2. Westbound US 26 will have a single exit at the interchange. This exit will split into two ramps: the first will serve traffic bound for Barnes Road or Parkway, and the second ramp will provide a direct free-flow connection to southbound OR 217.
3. A single entrance ramp to westbound US 26 will be located west of the exit ramp. This will eliminate the present mixing of exiting and entering traffic between ramps.
4. The project will increase the separation between local traffic circulation and freeway-to-freeway movements. A new local north/south connector will be constructed to connect Barnes Road and Parkway so that the local traffic will no longer mix with freeway traffic on OR 217. The US 26 overpass will be reconstructed to accommodate the frontage road.
5. A sidewalk six feet wide will be constructed along the west side of the north/south connector.
6. Shoulder lanes six feet wide will be provided for bicycles on both sides of the north/south connector.

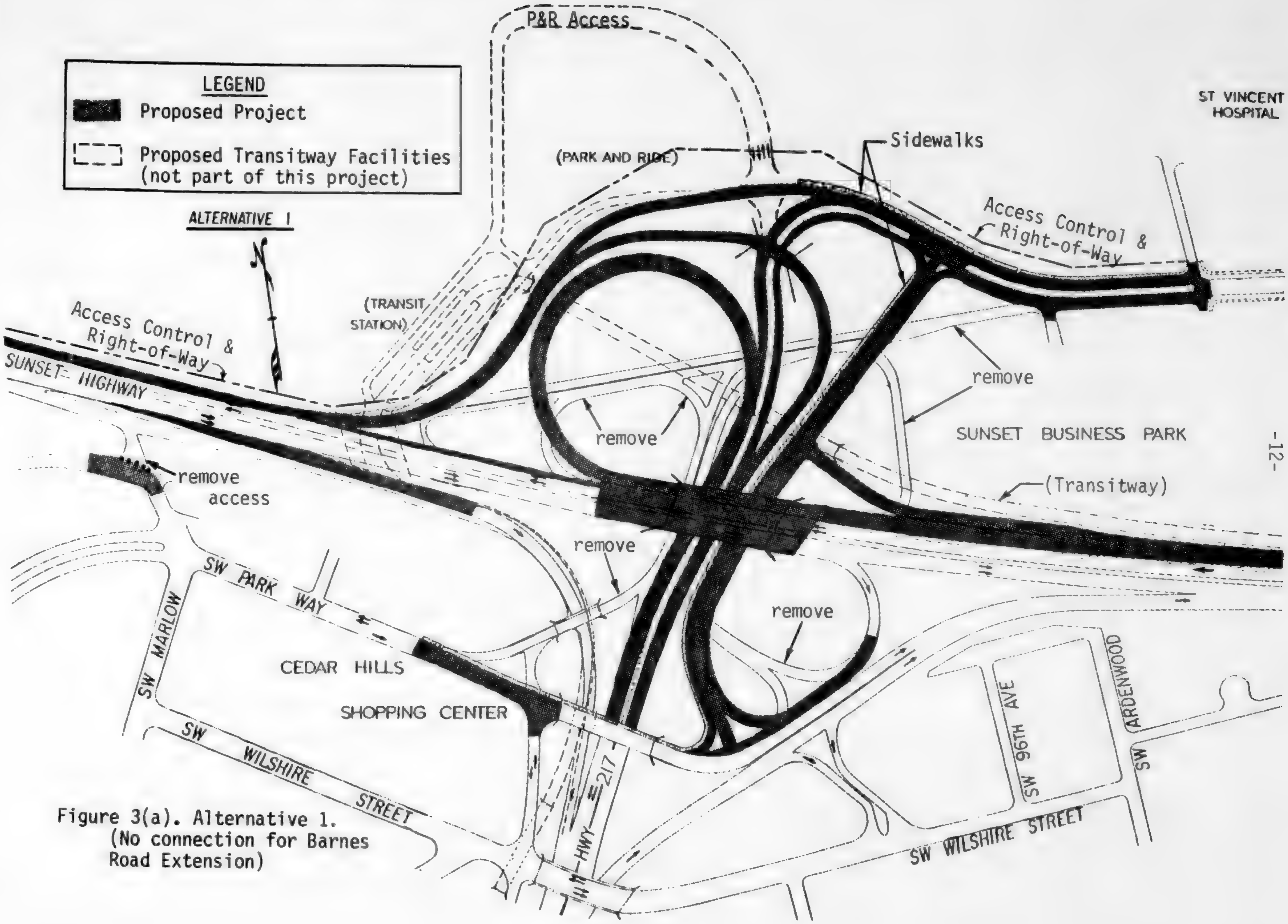

LEGEND
Proposed Project
Proposed Transitway Facilities (not part of this project)
ALTERNATIVE 1
N
P&R Access
(PARK AND RIDE)
Sidewalks
ST VINCENT HOSPITAL
Access Control & Right-of-Way
(TRANSIT STATION)
Access Control & Right-of-Way
SUNSET HIGHWAY
remove
remove
SUNSET BUSINESS PARK
remove access
(Transitway)
remove
remove
SW PARK WAY
SW MARLOW
CEDAR HILLS
SHOPPING CENTER
SW WILSHIRE STREET
HWY 217
SW 96TH AVE
SW ARDENWOOD
SW WILSHIRE STREET

Figure 3(a). Alternative 1.
(No connection for Barnes
Road Extension)

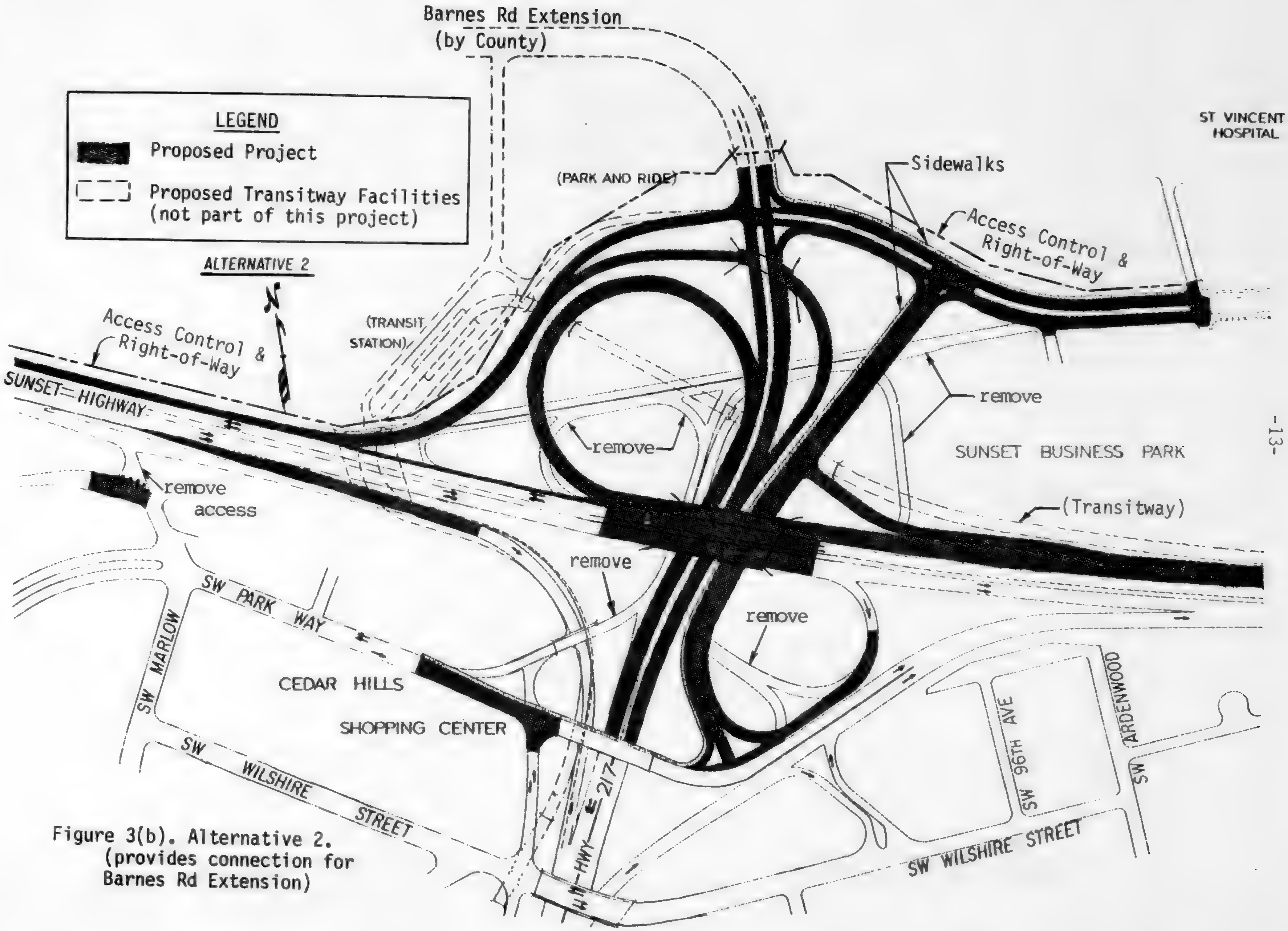

Barnes Rd Extension
(by County)
LEGEND
Proposed Project
Proposed Transitway Facilities
(not part of this project)
ALTERNATIVE 2
N
(PARK AND RIDE)
ST VINCENT HOSPITAL
Sidewalks
Access Control & Right-of-Way
Access Control & Right-of-Way
(TRANSIT STATION)
remove
remove
remove
remove
remove
remove access
SUNSET—HIGHWAY
SUNSET BUSINESS PARK
(Transitway)
SW PARK WAY
SW MARLOW
CEDAR HILLS
SHOPPING CENTER
SW WILSHIRE STREET
HWY 217
SW 96TH AVE
SW ARDENWOOD
SW WILSHIRE STREET

Figure 3(b). Alternative 2.
(provides connection for
Barnes Rd Extension)

SELECTED PROJECT

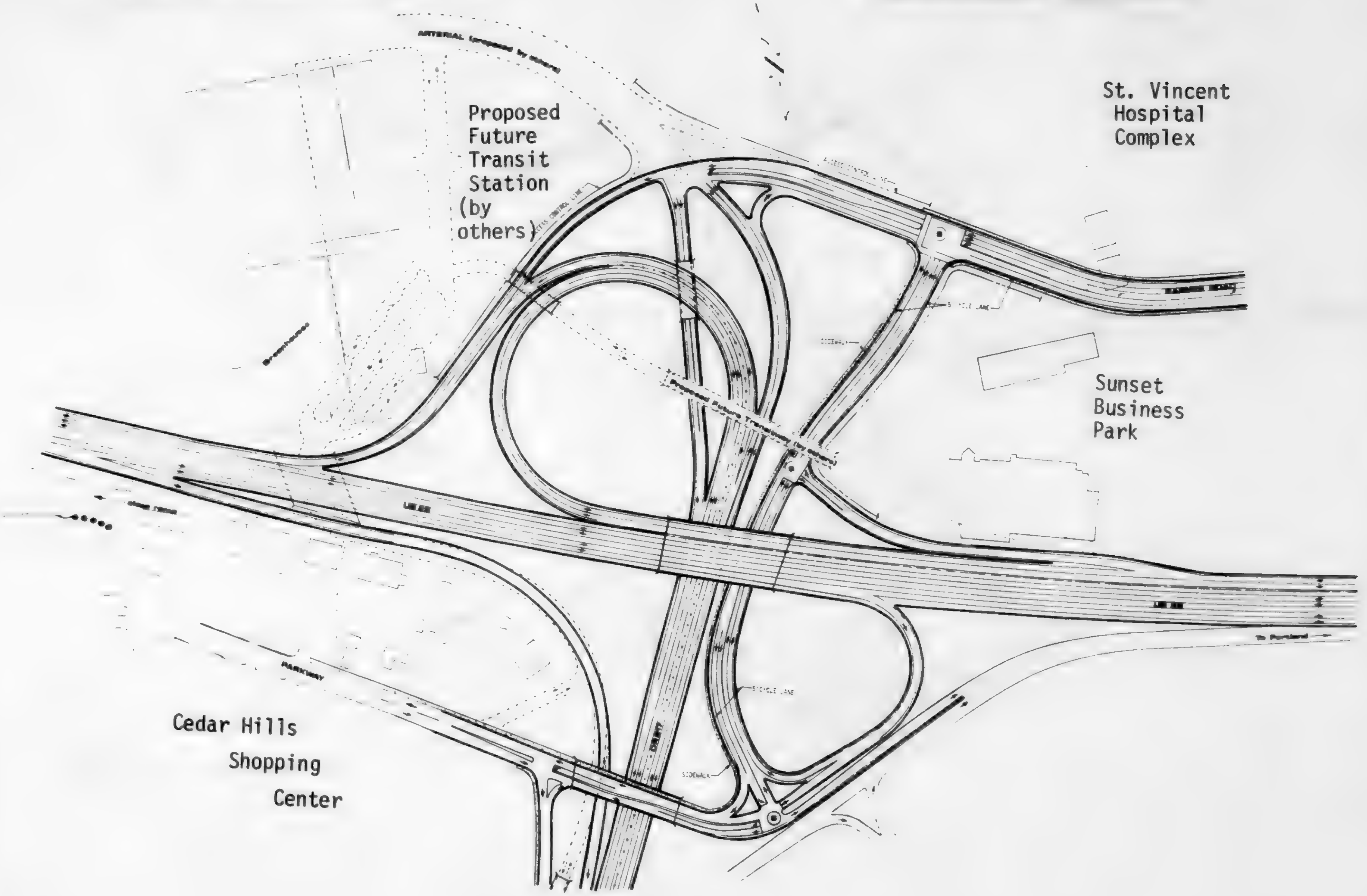

ARTERIAL (proposed by others)
Proposed Future Transit Station (by others)
St. Vincent Hospital Complex
Sunset Business Park
BICYCLE LANE
SIDEWALK
To Portland
PARKWAY
Cedar Hills Shopping Center

Figure 3(c). Alternative 2, Modified (Selected Project). Provides access for Barnes Road Extension.

7. The Parkway overcrossing structure over OR 217 will be widened to accommodate a six-foot sidewalk on the north side and four-foot shoulder bike lanes on both sides.
8. The existing incomplete three foot sidewalk on the west side of the connection between Parkway and Wilshire will be extended to the sidewalk on Wilshire, and a new six-foot sidewalk will be constructed on the east side of the connection between Parkway and Wilshire.
9. Full access control will be enforced along the north side of the interchange between the westbound entrance to US 26, on the west, and the intersection of the new local north/south connector with Barnes Road on the east. A break in this access control line will be provided for a future connection of a county-proposed major arterial to the northwest (Barnes Road Extension).
10. Three traffic signals will be installed to control the movements of local traffic at either end of the north/south connector and at the intersection of the north/south connector with the US 26 offramp.
11. An auxiliary lane will be added to westbound US 26 between the Cedar Hills Boulevard Interchange and the US 26/OR 217 Interchange.
12. The existing direct exit from eastbound US 26 to Cedar Hills Shopping Center will be removed.
13. Installation of ramp meters (west, east, and southbound) will be possible, when needed in the future.

Jurisdictional responsibilities for portions of the completed project will be transferred to Washington County for control and maintenance as follows:

1. Barnes Road west to the intersection with the local north/south connector.
2. The local north/south connector between Barnes Road and Parkway.
3. Parkway, between Cedar Hills Shopping Center and the north/south connector.
4. The frontage road between Parkway and Wilshire.

DESIGN DIFFERENCES BETWEEN ALTERNATIVE 2 AND ALTERNATIVE 2, MODIFIED

The following is a list of design modifications which are made to Alternative 2 (Figure 3b) to create the selected project (Alternative 2, Modified), Figure 3c):

1. The ramps connecting OR 217 with Barnes Road Extension will be a standard right-hand exit and entrance, rather than left-hand.
2. The ramps connecting OR 217 with Barnes Road Extension will be aligned so that Barnes Road Extension will lie in a more westerly rather than northerly direction.
3. The originally proposed ten-foot sidewalk/bikeway along the west side of the north/south local connector road is reduced to a six-foot width and six-foot shoulder lanes are provided for bicycles.
4. A six-foot sidewalk is added along the south side of Barnes Road, the existing three-foot sidewalk on the west side of the connection between Parkway and Wilshire is extended to Wilshire and a new six-foot sidewalk will be constructed on the east side of the connection between Parkway and Wilshire.
5. The Parkway overpass over OR 217 will be widened to accommodate a six-foot sidewalk and four-foot shoulder lanes for bicycles.
6. Auxiliary lanes are added to the project between Cedar Hills Boulevard Interchange and US 26/OR 217 Interchange.
7. The proposed access control line, which would have been continuous all the way along the north side of the interchange to the east terminus of the project at Barnes Road, is shortened. It will end at the junction of the north/south connector road with Barnes Road. This will make it possible for the County to allow accesses at this junction and east along Barnes Road, in addition to the access for Barnes Road Extension.

RELATED PROJECTS

Several other projects (Figure 6) are being planned or proposed which relate to the operations and impacts of the US 26/OR 217 Interchange:

1) The Barnes Road widening (Sunset Highway to Multnomah County Line), 2) Barnes Road Extension, 3) 112th Avenue Connection, 4) Sunset transitway and transit station, and 5) Cedar Hills Boulevard Interchange Capacity Improvement.

1. Barnes Road Widening (Sunset Highway to Multnomah County Line).

A public hearing was held on the Barnes Road widening project 15 May 1980. The alternative selected (Alternative B, Modified) will widen Barnes Road east of the US 26/OR 217 Interchange. The section between the interchange and the east St. Vincent Hospital access will be widened from the existing three lanes to four lanes with a left turn median lane. The Barnes Road widening, combined with the interchange improvement would increase the traffic capacity of the connections between US 26, OR 217 and the hospital, allowing larger traffic volumes to develop in the future.

The Barnes Road project was designed with the assumption that some form of improvement will probably be made on the interchange, but did not commit the interchange to improvement. The Barnes Road improvement can be used to full capacity only after the interchange is improved. Further information can be obtained from the Barnes Road Widening Final Environmental Impact Statement.

2. Barnes Road Extension.

The county-proposed Barnes Road Extension project would extend Barnes Road north-westward from the US 26/OR 217 interchange. It is proposed to provide a direct five-lane arterial access through 250 acres of developable property northwest of the interchange. It would intersect 112th Avenue (see item 3 below), then connect with the existing westerly section of Barnes Road, one and a half miles to the west of the interchange. This would reconnect the sections of Barnes Road which were cut off by the construction of US 26. The proposed design would have four travel lanes with a left turn lane.

3. The 112th Avenue Connection.

This proposed project would also be constructed by the developer of the 250-acre property. It would connect the Cedar Hills Boulevard interchange at US 26 on the south with the proposed Barnes Road Extension on the north.

The county may connect 112th northward through to Cornell Road later. This facility is included in the county comprehensive plan and the right-of-way required is presently in county ownership. The 112th Avenue project would be designed with four travel lanes and a median left turn lane between the proposed Barnes Road Extension and US 26. The northerly section to Cornell Road, if constructed, would be maintained as a two-lane collector street. This project, coupled with the Barnes Road Extension project, would allow some balancing of traffic loads between the two interchanges on US 26. It would also permit direct arterial access to US 26 for the 250-acre proposed development, via Cedar Hills Boulevard Interchange.

It is expected that much of the traffic otherwise projected to use Leahy Road, 84th Avenue, and the project section of Barnes Road would use the proposed 112th Avenue and Barnes Road Extension and associated collector streets. This would reduce traffic on Leahy and 84th and redistribute it to Cedar Hills Boulevard Interchange and to the US 26/OR 217 Interchange.

4. The Westside Transitway.

Tri-Met (the regional metropolitan transit district) is planning the development of a transitway system which would connect downtown Portland with communities to the west. The Sunset Highway (US 26) corridor is a potential route for such a transitway. Alternative modes for the transitway include light rail or an exclusive busway. A major transit station is also being planned along the northwest margin of the US 26/OR 217 interchange. The design of the present interchange project has been coordinated with Tri-Met, but planning for the transitway is at a much earlier, less developed stage than for the interchange. Accommodations for the transit plans are being made in the interchange design as the transit project progresses.

5. Cedar Hills Boulevard Interchange Capacity Improvement.

The Cedar Hills Boulevard Interchange would have needed $161,000 in capacity improvements to accommodate future development to the north, if the No-Build or Alternative 1 had been selected for the US 26/OR 217 project. The capacity improvement would have included doubling the westbound off-ramp from

US 26, the eastbound on-ramp to US 26 and the eastbound off-ramp from US 26, and adding double left-turn lanes on 1,200 feet of Cedar Hills Boulevard through the interchange.

Under Alternative 2, Modified, the proposed connection of Barnes Road Extension at US 26/OR 217 will reduce future traffic volumes expected at Cedar Hills Boulevard and make the capacity improvement unnecessary.

AFFECTED ENVIRONMENT

INTRODUCTION

The purpose of this section of the document is to describe existing environmental conditions and activities which bear upon, or are likely to be affected by, the proposed interchange project. Following this is a section entitled "Environmental Consequences," which describes the probable impacts which the project and its alternatives would have upon the existing environment.

VISUAL CHARACTERISTICS
(Affected Environment)

Suburban commercial establishments and activities dominate the appearance of the south and northeasterly quadrants of the interchange, and contrast with the presently less developed area just to the northwest. Cedar Hills Shopping Center is near the southwest quadrant of the interchange and the Sunset Business Park borders the northeast quadrant. Several large greenhouses, holly orchards and a few houses separate the interchange and Barnes Road from open fields and woodlands to the north. Urban development planned for this property is expected to change the area's visual characteristics substantially in the future.

A small grove of fruit trees and 60-foot Douglas Firs provide some visual variety in the northeasterly quadrant of the interchange, and several poplar trees grow in the northwesterly quadrant.

LAND USE AND RIGHT-OF-WAY
(Affected Environment)

The most intensive existing land uses in the project vicinity are concentrated around the Sunset/OR 217 Interchange (Figure 4). A community shopping mall (Cedar Hills Shopping Center) is located along the southwest quadrant of the interchange and serves many of the local retail commercial needs (grocery, bank, service stations, clothing, florist, restaurants, etc.). Along the northeast quadrant of the interchange, between Barnes Road and Sunset Highway, is located a former Tektronix building which has been converted to office commercial, laboratory, and some light manufacturing uses. A restaurant and an additional office building have recently been constructed just

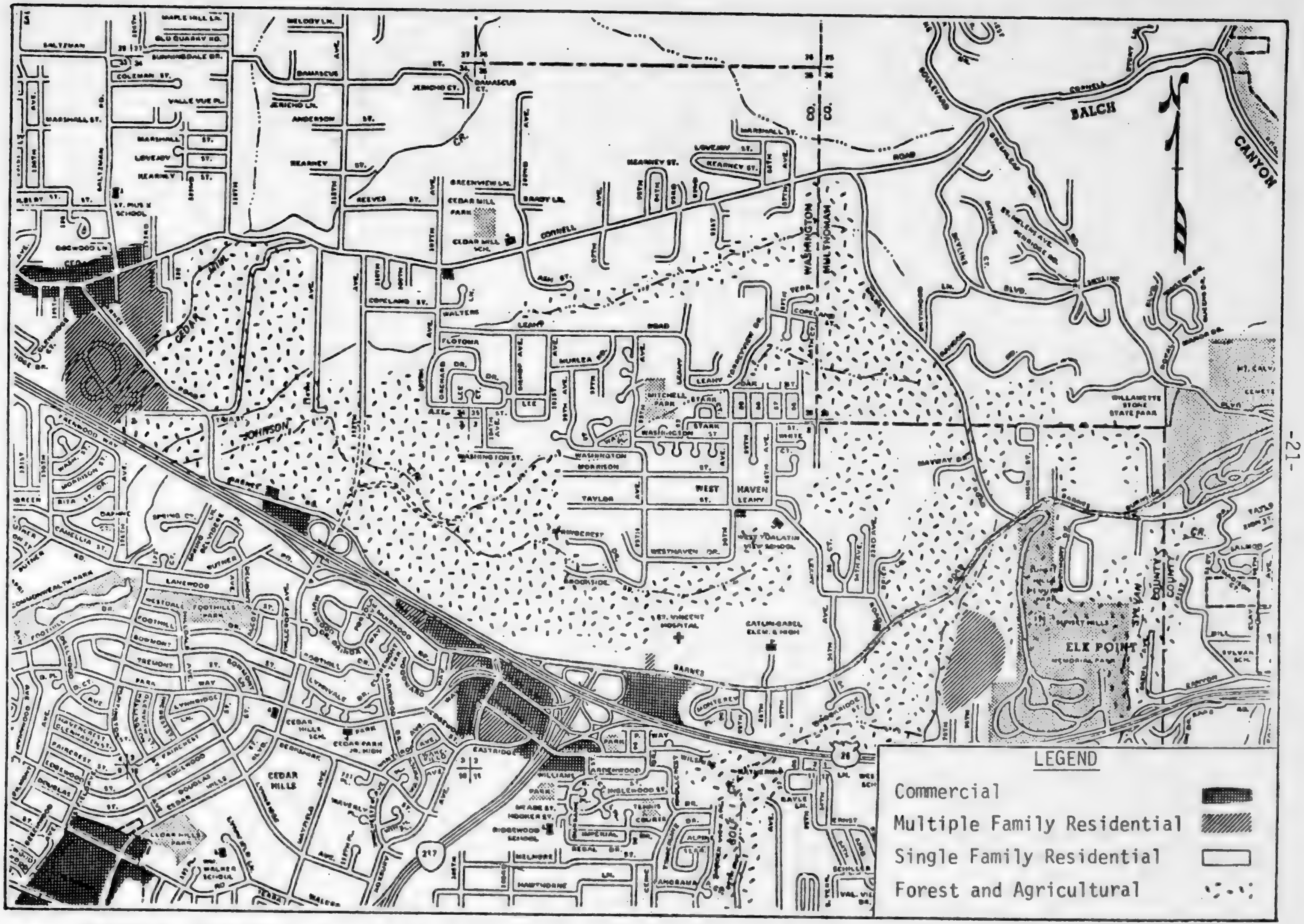

LEGEND
Commercial
Multiple Family Residential
Single Family Residential
Forest and Agricultural
BALCH
CANYON
CORNELL
ROAD
WASHINGTON
MULTNOMAH
CEDAR MILL
JOHNSON
BARNES
ELK POINT
MEMORIAL PARK
ST. VINCENT HOSPITAL
CATLIN GABEL ELEM. & HIGH
WEST TUALATIN VIEW SCHOOL
WEST HAVEN
MITCHELL PARK
CEDAR MILL PARK
CEDAR MILL SCH.
ST. PIUS X SCHOOL
WILLAMETTE STONE STATE PARK
MT. CALVARY CEMETERY
CEDAR HILLS
CEDAR PARK JR. HIGH
RIDGEWOOD SCHOOL
WALKER SCHOOL
CEDAR HILLS PARK
FOOTHILLS PARK
COMMONWEALTH PARK
TAYLOR
SKYLINE
LEAHY
MARSHALL ST.
LOVEJOY
KEARNEY ST.
217
26

Figure 4. Existing land use.

to the east. The area is now known as Sunset Business Park. A small PGE substation, a medical clinic, and the Cowles Professional Building are located still further east, opposite St. Vincent Hospital, and have separate accesses to Barnes Road.

St. Vincent Hospital is located east of the interchange on the north side of Barnes Road. It is a major medical facility which generates a large proportion of the traffic on Barnes Road, between the hospital and the interchange. The hospital has recently expanded its facilities and constructed a parking structure and a new wing with medical offices. The interchange provides access from US 26 and OR 217 to the hospital via Barnes Road.

Much of the land in the project vicinity would be well suited for agricultural uses, were it not classified for urban uses. It is not considered "prime and unique farmland," largely because of the hilly terrain. The area is nearly surrounded by urban developments and is subject to immediate urban growth (Figure 5).

The largest tract of single-ownership agricultural land in the vicinity is the 250-acre Peterkort Corporation property, located just west and north of the US 26/OR 217 Interchange. Approximately 60 percent of this land is good quality agricultural land currently under cultivation, though it is classified as urban in the comprehensive plan. The remainder is in mature woodlands and nursery facilities. The owner plans intensive urban development of this property, with emphasis on commercial, office commercial, and medium-density and high-density urban residential uses (Figure 6).

Two educational facilities are located east of the interchange, on Barnes Road. Catlin Gabel is a private school for kindergarten through 12th grades and is located just east of St. Vincent Hospital. The Portland Arts and Crafts School is located west of Leahy Road, north of Barnes.

Most residents living to the north and east reach the interchange via Barnes Road. Neighborhoods along Barnes Road, Leahy Road and 84th Avenue contribute significantly to traffic volumes in the interchange.

The transitional state of urbanization in the area is reflected by a number of applications for subdivisions and plan amendments (Figure 6). Application is being made by the owner of Sunset Hills Memorial Gardens to develop a portion of that property as a residential subdivision with approximately 250 single-family units. A 27-acre parcel east of Miller Road and

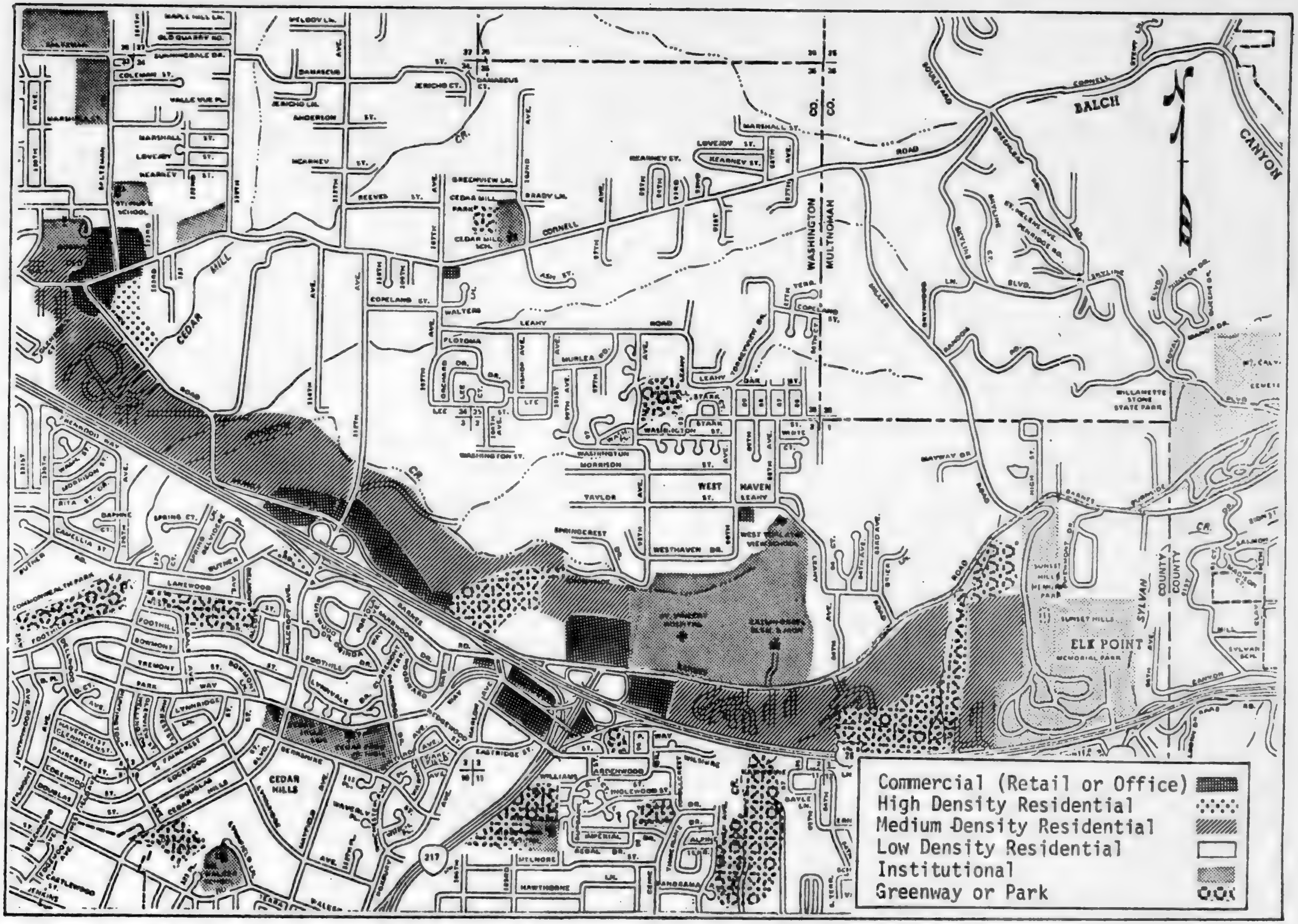

BALCH
CANYON
CORNELL
ROAD
CEDAR
MILL
WASHINGTON
MULTNOMAH
CO.
CO.
WEST
HAVEN
SKYLINE
BLVD.
CEDAR MILL PARK
CEDAR HILLS
ELK POINT
SYLVAN
COUNTY
COUNTY
WILLAMETTE STONE STATE PARK
CR.
217
Commercial (Retail or Office)
High Density Residential
Medium Density Residential
Low Density Residential
Institutional
Greenway or Park

Figure 5. County land use plan map (POD #17).

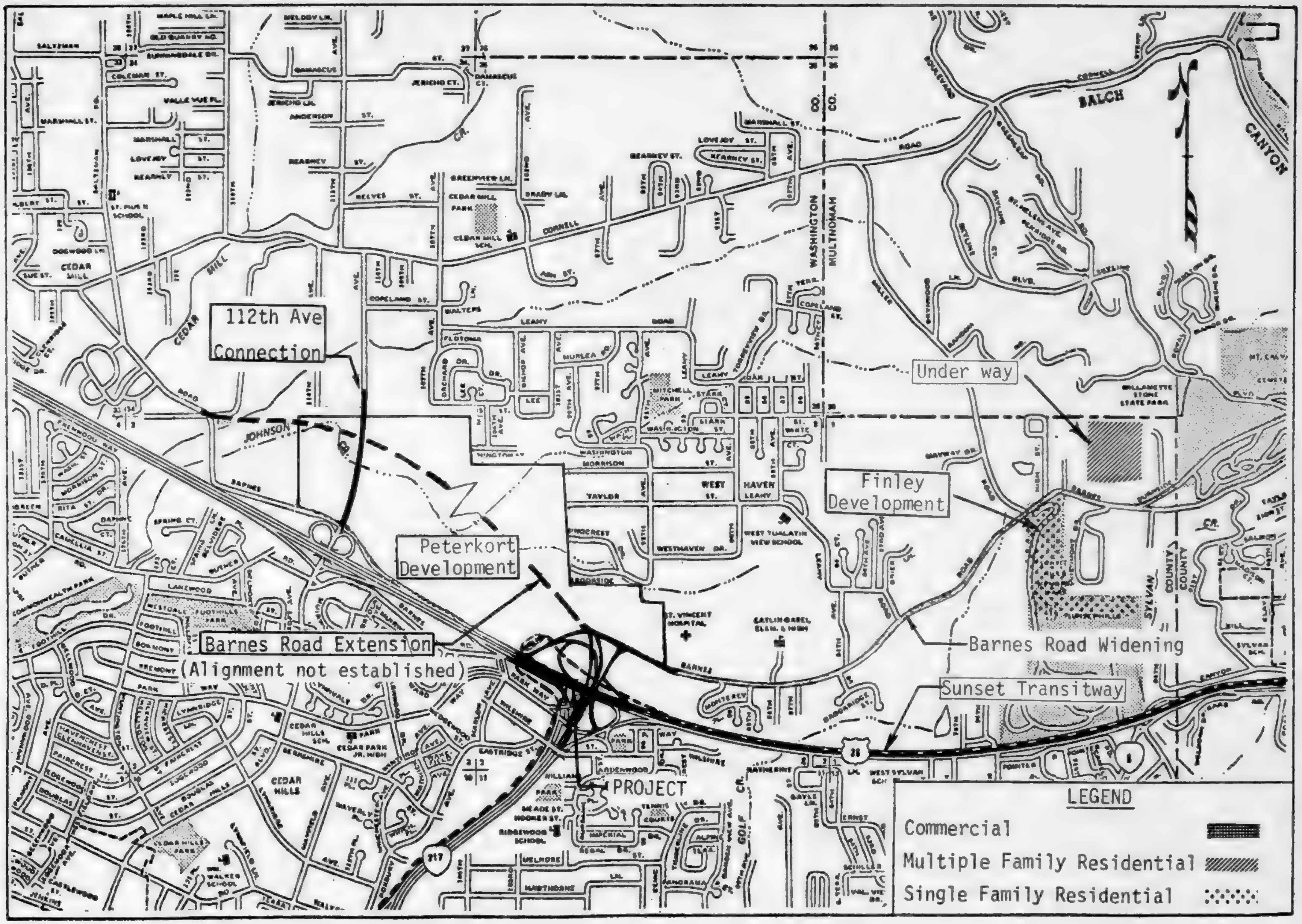


Figure 6. Proposed land developments and proposed transportation projects.

112th Ave Connection
Under way
Finley Development
Peterkort Development
Barnes Road Extension (Alignment not established)
Barnes Road Widening
Sunset Transitway
PROJECT
LEGEND
Commercial
Multiple Family Residential
Single Family Residential
WASHINGTON CO.
MULTNOMAH
CEDAR MILL
CEDAR HILLS
CORNELL ROAD
BARNES ROAD
BALCH CANYON
LEAHY ROAD
SYLVAN
ST. VINCENT HOSPITAL
CATLIN GABEL ELEM. & HIGH
WEST TUALATIN VIEW SCHOOL
WILLAMETTE STONE STATE PARK
26
217

north of Barnes is also under construction for development with 74 single-family and 24 condominium units. The 272 unit Sylvan Heights apartment complex, one mile east of the interchange on Barnes Road also plans further expansion. To the west, large apartment complexes and commercial establishments are being built in the Cornell Road, Barnes Road, Saltzman Road area. Several road improvements are also being made there.

Existing Land Use Plan

Washington County adopted its Comprehensive Framework Plan in 1973, but is now in the process of making revisions to bring the plan into compliance with the Land Conservation and Development Commission (LCDC) statewide planning goals. The most recent draft for public review was released in July 1978. Washington County is not yet in compliance with the LCDC goals. This means that a determination of LCDC consistency is required for this project (pages 51-53).

Land in the project vicinity is within the approved regional urban growth boundary and is designated "urban" in the Washington County Comprehensive Framework Plan. The county encourages urban development in immediate growth areas such as this, in preference to more outlying areas. The interchange project is one of several local projects planned to accommodate additional traffic being generated by urban growth.

The existing land use plan for the area is "Plan of Development #17" (POD #17). POD #17 designates the bulk of the project vicinity as suitable for varying densities of urban residential uses. A large proportion of the area is designated as low density residential, with concentrations of medium density residential (apartments), office commercial, and retail commercial uses concentrated along the Sunset Highway corridor (Figure 5). A community plan is being developed by the local community planning organization (CPO #1) and will eventually replace POD #17 as the accepted plan. Recent drafts of the CPO plan correspond quite closely to POD #17.

TRANSPORTATION

(Affected Environment)

Existing transportation facilities in the project vicinity consist of several arterials (three of which connect at the interchange), the local street network, some sidewalks and a Tri-Met transfer station. The private automobile is still the principal mode.

The interchange plays an important role in local and regional circulation. It is the junction of US 26 (Sunset Highway), OR 217 (Beaverton-Tigard Freeway) and Barnes Road. US 26 connects Portland with the suburban areas to the west and is a major access to northwestern Oregon and the north coast. OR 217 is a Portland bypass freeway connection between Interstate 5 in the Willamette Valley, and US 26. Barnes Road provides access from the interchange to St. Vincent Hospital and neighborhoods to the north, via Leahy Road, and is also a route to Portland, via Burnside Street.

Traffic Analysis Methods and Assumptions

Existing traffic data were developed for the project by using actual counts taken between 1978 and 1980, and speed surveys taken in 1980. Traffic volumes recorded for all links in the US 26/OR 217 Interchange and Cedar Hills Boulevard Interchange were adjusted to give 1980 volumes.

Traffic projections for the years 1985 and 2000 were calculated for each project alternative by dividing the vicinity into traffic zones and generating trip tables for each, based on probable future land uses. Projections for all alternatives are based on the probable traffic generation for POD #17, the existing land use plan. This is a change from the traffic analysis in the DEIS, which used traffic numbers for Alternative 2 which were expected if plan amendments proposed in August 1980 by Peterkort Corporation were adopted. This provided an "increased development" scenario for Alternative 2, and was useful for analytic purposes. However, objections were raised to the use of the Peterkort numbers because the amendments were not actually adopted by the county. Therefore they are not used in this FEIS.

Instead, the limits of acceptable capacity and service in the proposed interchange design were determined, and the maximum tolerable traffic volume for Barnes Road Extension (ADT = 29,000) was established from these data. Generation of traffic which exceeds 29,000 ADT on Barnes Road Extension should be discouraged.

Existing Traffic

The US 26/OR 217 Interchange is a site of increasing traffic congestion as the commuting population in Washington County grows. Bumper to bumper lines of traffic which extend two miles from the interchange are not unusual during peak hours on US 26, which now carries average daily traffic of 61,600 vehicles per day on four lanes west of the interchange and 67,000 on the east. OR 217 carries approximately 45,200 vehicles per day and Barnes Road carries 21,000 (Figure 11A).

Short lane-changing sections, sharp curves, high traffic volumes and the mixture in the interchange of freeway-to-freeway and local traffic movements are major causes of problems in the existing interchange design.

Several high-volume links in the interchange contain conflicting traffic movements. Each day, 39,900 vehicles pass through the 700 foot section of westbound US 26 between the entrance from and the exit to OR 217. Of these, 7,100 vehicles are entering US 26 while 12,000 per day weave through them to reach the exit. The one-lane exit ramp curves sharply, frequently backing up traffic into the lane-change section and the main travel lanes during evening peak hours.

Another short lane-changing section is located on southbound OR 217 between the merge point of the ramp from westbound US 26 with westbound Barnes Road and the exit to Cedar Hills Shopping Center. A similar problem exists in the same section on the northbound side of OR 217.

Cedar Hills Boulevard Interchange is located on U.S. 26 one mile west of the project. It has no local frontage connection to the US 26/OR 217 Interchange on the north side of US 26 at the present time.

Public Transportation

Three Tri-Met bus lines use the loops of the interchange. Two other lines pass through the interchange via US 26. Line 60 connects northwest suburban areas, via Barnes Road, 84th Avenue and St. Vincent Hospital, with the Cedar Hills Transit Center, just southwest of the interchange, where direct transfer to other lines can be made. Line 77 is a circumferential route which connects northwest Portland with Lake Oswego via the Cedar Hill Transit Center. It passes through the interchange via Barnes Road and OR 217. Line 59 runs between downtown Portland and Cedar Hills Transit Center via US 26. Express lines 57 and 88 also pass through the interchange on US 26.

Corridor reconnaissance work is underway for a westside transitway. One of the corridors being considered is the US 26/OR 217 route (the Sunset corridor). Three principal alternatives are being considered for the Sunset corridor at the present time: 1) Light rail transit (LRT), 2) Exclusive busways and 3) bus service expansion. The light rail and exclusive busway alternatives could use essentially the same route layouts. The route concept for these, which remain subject to change at this time, is included in Figure 3. The bus service expansion alternative would be a lower cost, lower benefit system which would continue the operation of buses in mixed traffic, as today. A park-and-ride facility and transit station would be constructed as shown in Figure 3, with connections to the interchange.

Sidewalks and Bikeways

There is presently no safe pedestrian or bicycle route between the north and south sides of the interchange. The complex traffic network in the interchange also makes it difficult to provide adequate pedestrian and bicycle facilities. Four-foot bicycle lanes and five-foot sidewalks will be provided from the interchange east, under the Barnes Road widening project. This will make Barnes Road a feasible origin and destination for non-motorized traffic. A safe connection to the Cedar Hills Shopping Center area south of US 26 would greatly enhance the usefulness of the Barnes Road provisions. Non-motorized traffic from Barnes Road must presently cross several lanes of automobile traffic, including freeway ramps, in order to reach a walkway berm through the underpass to a sidewalk south of the interchange. This is presently unsuitable for street-wise adults, much less for children or the elderly. It can only be described as a hostile environment for non-motorized uses.

Emergency Service Routes

Emergency services (police, ambulance, and fire department) are dependent on the Cedar Hills Interchange and Barnes Road for access from the south to service areas north of US 26. The interchange is a major ambulance route because it links US 26 with Barnes Road, on which St. Vincent Hospital is located. The nearest fire stations, which include rescue units, can reach Barnes Road only by rather indirect routes, which require use of the US 26/OR 217 Interchange.

NOISE

(Affected Environment)

US 26 is the principal source of noise in the study area because of the high volumes and speeds of traffic which it carries. Noise generated by traffic on OR 217 is limited to a smaller area because the highway is depressed in a deep cut section which shields the surrounding area. Barnes Road also contributes substantially to noise generation north and east of the interchange.

Table 1 shows noise levels measured near several sensitive receptors (Figure 7) in the project area and compares them with noise levels which are predicted from traffic data. All calculated values were within 2 dBA of the actual measurements, indicating that the prediction model is valid without further adjustment. Several of the measured sites presently exceed the FHWA design noise level of L_{eq} = 67 dBA.* The L_{eq} is the hourly average noise level. The results of the noise predictions are given in the "Environmental Consequences" section, under "Noise".

AIR QUALITY

(Affected Environment)

This air quality analysis is based upon the traffic analysis described earlier in this document, field monitoring of carbon monoxide in the project area, meteorological data gathered during the monitoring period, and air quality prediction models. Details of methodology and data obtained in the study are available in the separately prepared Air Quality Report, Beaverton-Tigard Highway/Sunset Highway Interchange, Sunset Highway, Washington County, which is on file with the Oregon Department of Transportation.

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*If the Design Noise Level is exceeded in a project section, noise mitigation must be considered, and if feasible and practical, included in the project.

TABLE 1

Comparison of Actual and Predicted Noise Levels

Site	Location	L_{eq} (Measured)	L_{eq} (Predicted)
1A	Ridgewood Playground (R/W Fence)	70 dBA	70 dBA
B	Ridgewood Playground (R/W Fence)	69 dBA	70 dBA
C	Ridgewood Playground (R/W Fence)	67 dBA	67 dBA
2	Lamplighter Motel (Parking Lot)	64 dBA	65 dBA
3	9086 SW Monterey Place (Edge of Lot)	75 dBA	74 dBA
4	1790 SW 90th (Top of Bank)	76 dBA	74 dBA
5*	1790 SW 90th (Rear of Lot)	57 dBA	56 dBA
6	1815 SW 88th (Rear of Lot)	68 dBA	66 dBA
7*	Sunset Presbyterian Church (Front Lawn)	61 dBA	61 dBA

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*Shielding adjustments were made for these sites.

NOTE: Three different samples (A, B and C) were taken at Site 1. Readings A and B were taken in October 1980. C was taken in March 1976.

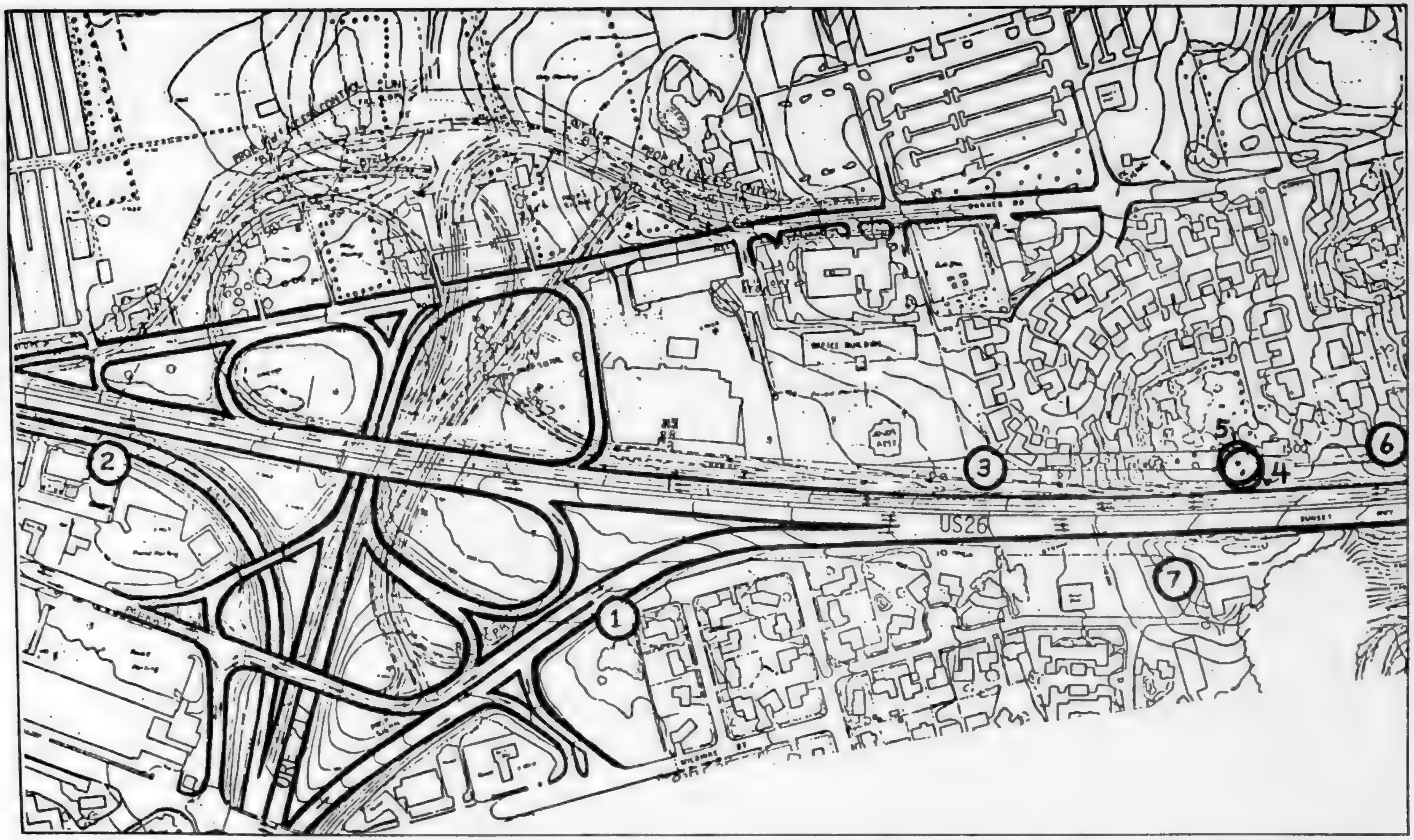

Figure 7. Locations of Noise Measurement Sites: 1) Ridgewood Playground (at right-of-way fence), 2) Lamplighter Motel (parking lot), 3) 9086 SW Monterey Place (edge of lot), 4) 1790 SW 90th Ave (top of cutbank), 5) 1790 SW 90th Ave (rear of lot), 6) 1815 SW 88th Ave (rear of lot), 7) Sunset Presbyterian Church (front lawn, by walkway).

Three principal factors affect air quality in the Portland region: 1) The amounts of pollutants emitted; 2) Wind speed and direction; and 3) frequency and duration of temperature inversions. With the level of emitted pollutants remaining fairly constant, the worst air quality conditions occur during air temperature inversions when a mass of warm air traps a layer of pollutant-laden cold air close to the ground creating calm, stagnant conditions. In Portland, these conditions are most likely to occur in fall and winter.

The urban area of Portland has been designated by the Department of Environmental Quality (DEQ) as an air quality nonattainment area for total suspended particulates (TSP), carbon monoxide (CO), and ozone (O_3). This nonattainment designation indicates that the Portland area is considered not to be in compliance with ambient air standards for the pollutants noted.

A carbon monoxide sampling program was conducted in the project area during January and February 1979. The results of the sampling program showed that neither the one-hour nor the eight-hour standard for carbon monoxide was violated during this period (refer to Table 2 for ambient air quality standards.)

The Department of Environmental Quality has maintained particulate and lead samplers in Beaverton at 4950 S.W. Hall since 1970. During that time, the 24-hour state particulate standard (150 ug/m^3, 24-hour maximum) has been exceeded in four years (1970, 1971, 1972, and 1976). The federal standard (260 ug/m^3, 24-hour maximum) has not been exceeded. Monitored lead concentrations have not exceeded the state standard (3.0 ug/m^3, one month average or the federal standard 1.5 ug/m^3, three-month average) since monitoring began. The particulate and lead levels monitored at the sampler are likely to be higher than those actually occuring in the project area, which is presently less urbanized than the sampled area.

SOCIOECONOMICS
(Affected Environment)

Population

Growth policies in the Portland metropolitan area, including Washington County, have generally focused on determinations of where development

TABLE 2

Ambient Air Quality Standards for Oregon

Pollutant	Averaging Time	Primary (Health)	Secondary (Welfare)	Oregon Standards
Total Suspended Particulate	Annual Geometric Mean	75 ug/m^3	60 ug/m^3	60 ug/m^3
	24-hours(1)	260 ug/m^3	150 ug/m^3	150 ug/m^3
	Monthly(2)	-	-	100 ug/m^3
Ozone(4)	1 hour	235 ug/m^3(3)	235 ug/m^3(3)	160 ug/m^3(3)
Carbon Monoxide	8 hours(1)	10 mg/m^3	10 mg/m^3	10 mg/m^3
	1 hour(1)	40 mg/m^3	40 mg/m^3	40 mg/m^3
Sulfer Dioxide	Annual Arithmetic Average	80 ug/m^3	-	60 ug/m^3
	24 hours(1)	365 ug/m^3	-	260 ug/m^3
	3 hours(1)	-	1300 ug/m^3	1300 ug/m^3
Nitrogen Dioxide	Annual Arithmetic Average	100 ug/m^3	100 ug/m^3	100 ug/m^3
Hyrdocarbons (Nonmethane)	3 hours(1) (6-9 a.m.)	160 ug/m^3	160 ug/m^3	160 ug/m^3
Lead	Monthly	-	-	3 ug/m^3
	Calendar Quarterly	1.5 ug/m^3	1.5 ug/m^3	-

Note:
(1) not to be exceeded on more than one day per year.
(2) 24-hour average not be exceeded by more than 15 percent of the time.
(3) a statistical standard, but basically not to be exceeded more than an average one day per year based on the most recent three years of data.
(4) the federal standards were revised in February, 1979, and the state standard changed from photochemical oxidant to ozone in June, 1979.

should occur first, rather than upon any ultimate limits to growth. Given the project area's urban designation in the county and regional plans, the population in the project area is indeed growing rapidly and may continue to do so for some time.

Between 1970 and 1980, the population of the Portland Standard Metropolitan Statistical Area (SMSA) increased by 235,508 (23%) from 1,007,130 to 1,242,638. A further increase of 497,292 (40%) is projected between 1980 and the year 2000. Washington County's population grew from 157,920 to 245,808 (56%) between 1970 and 1980, and is projected to increase another 56% to 383,610 by the year 2000.*

The US 26/ORE 217 interchange project is located on the boundary between Census tracts 301 and 302 (Figure 8). Census tract 301 is considerably less developed than 302, which is nearly "built out." This means that tract 301 will be much more sensitive to developmental opportunities provided by the increase in access made possible by the project. Tract 301 increased from a population of 4,622 to 5,868 (27%) between 1970 and 1980, and is projected to increase to 10,370 (77%) by the year 2000. Tract 302 is projected to increase at a more moderate rate, from the 1980 level of 5,979 to 6,180 (3%) by the year 2000.** Table 3 compares 1980 data for Census tracts 301 and 302.

Minorities

The population in the project vicinity is predominately white, with nearly equal numbers of males and females. The population of census tract 301 is 5.6% non-white and 1.4% of Spanish origin--among the smallest percentages compared with other areas of the county.

Of all families in the project vicinity, 3.6 percent were classified as living at or below the poverty level in 1970. The figure for 1980 is not yet available. Census tract 301 had the fewest poverty level families in the vicinity (1.6 percent).

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*SOURCE: U.S. Bureau of the Census, 1982. 1980 U.S. Census of Population and Housing.

**SOURCE: Metro, 1981. Year 2000 Growth Allocation Workshops.

Table 3. Comparison of 1980 Census Data for Census Tracts 301 and 302.

Census Tract	301	302
Total Population	5868	5979
Males	2981	2914
Females	2887	2914
Race		
White	5541	5702
Black	41	31
Non-White	327	277
Spanish Origin	84	64
Age		
0 - 15 yrs	1298	922
15 - 65 yrs	4232	4391
65 and over	388	648
Dwelling Units	2397	2506
Single (Approx)	1080	1850
Multi (Approx)	1300	820
Year-around		
Occupied	2182	2432
by owner	1555	1569
by renter	627	863
Vacant	213	74

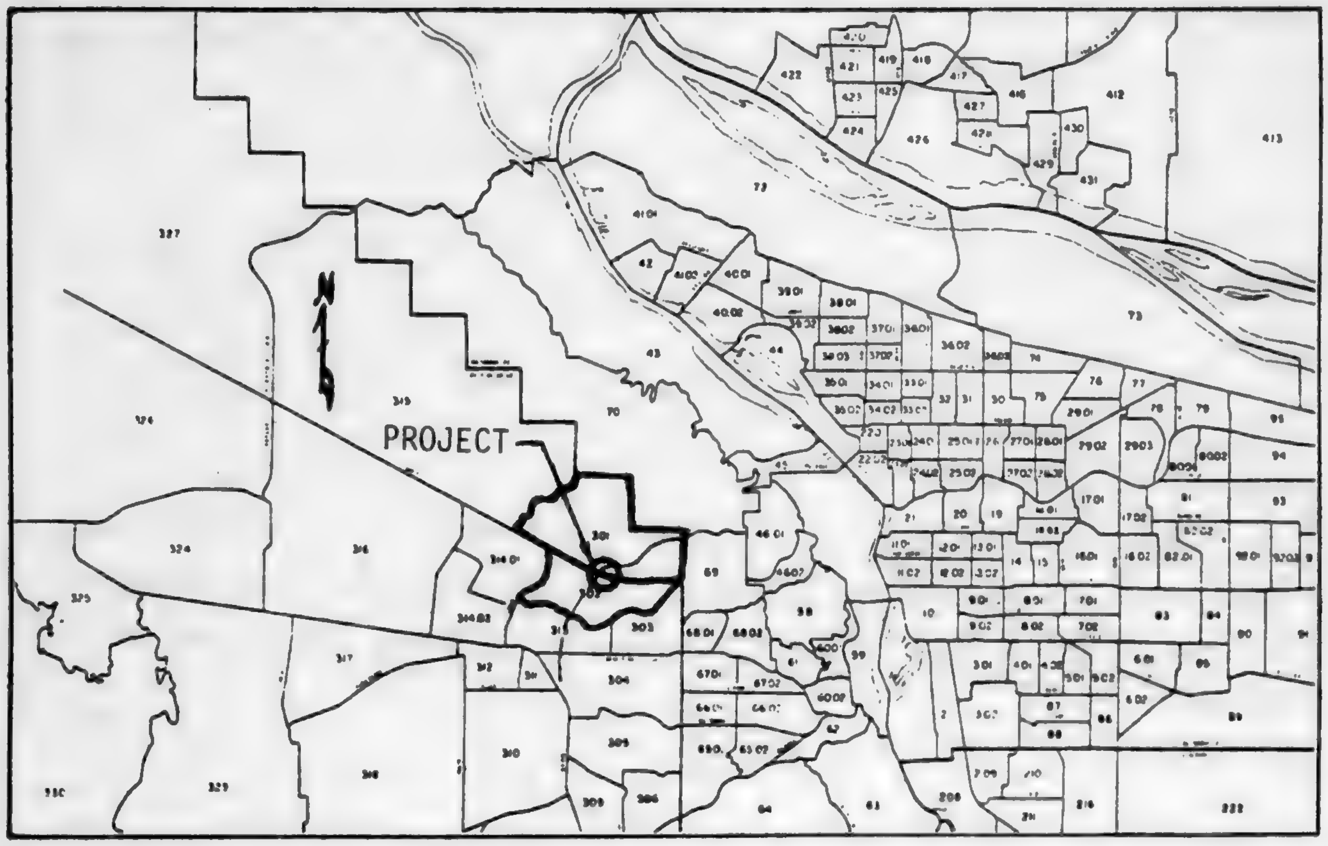

Figure 8. Map of census tract locations showing relationship to project.

The 1980 age composition for census tract 301 consisted of the following: 23 percent were under 15 years of age, 72 percent were between 15 and 64, and 6 percent were 65 years or older.

Housing

Of the occupied housing units in Census tract 301, 29 percent were renter-occupied and 61 percent were owner-occupied in 1980.

The phenomenal growth rate in eastern Washington County has been manifested by a strong demand for new residential development. In 1980, Census tract 301 contained 1,080 single-family dwelling units and 1,300 multi-family units. These are projected to increase to 2,670 (147%) single-family and 1,300 (106%) multi-family dwelling units in the year 2000. Increases in interest rates and inflation, however, may be changing this outlook.

Businesses

Most of the existing businesses which relate most strongly to the project are located around the US 26/OR 217 Interchange. These have already been described in the section on land use (Page 20). It is likely that the numbers of businesses will increase as urban services and markets develop in the area.

Debate over the amounts and types of development, as well as the need for it, is occurring between development interests and existing local residents, whose lifestyles would be changed by intensive urban development.

Institutions and Services

Schools.

The project is located in Beaverton School District #48. None of the district's schools are located near the project, but buses transporting students to and from West Tualatin View Grade School on Leahy Road use the interchange.

The interchange is also an access for Catlin Gabel School, a private non-sectarian day-school which is located half a mile east of the project on Barnes Road. The school has an enrollment of approximately 600 students spanning all grades through high school. Buses serving the school use the interchange.

Churches and Associations.

Sunset Presbyterian Church is located south of US 26, east of the interchange.

Emergency Services and Facilities.

St. Vincent Hospital and Medical Center is a primary medical care facility of regional significance. It receives emergency cases via commercial ambulance services, Washington County Fire District #1 rescue units, and the City of Beaverton rescue unit. The US 26/OR 217 Interchange is the principal emergency access to St. Vincent Hospital, via Barnes Road.

Three separate fire stations (in three different districts) currently operate in the project vicinity: The Washington County District #1 station at the intersection of Murray Road and Jenkins Road, a Cedar Mill District station on Cornell Road near Barnes Road, and a West Slope Fire District station near the intersecton of Canyon Road and S.W. 97th Avenue. A new fire station is planned at the intersection of Barnes Road and Miller Road, to improve emergency service in the area. Though this station would reduce the importance of the interchange as an emergency route for fire emergencies in the Barnes Road area, it would also increase the importance of the interchange as a means of delivering that emergency service to areas south of the US 26 or west of the interchange.

Police protection is provided in this unincorporated area by Washington County. The local state police unit, located at Sylvan (east of the project on US 26) and the City of Beaverton police, provide assistance if necessary.

Transportation Types and Facilities for the Transportation Disadvantaged

According to the 1970 census, 83.4 percent of the workers in the Portland SMSA used a private automobile as their principal means of transportation to and from work. All of the census tracts in the project study area exceeded this SMSA percentage by as much as 12 percent. About 98 percent of the housing units in the project area have at least one automobile, which is also much higher than the percentage for the SMSA (86.1 percent). More than one-half of the occupied dwellings in the project area have two automobiles, and eight percent have three or more. Only two percent of the occupied housing units had no automobile at all. 1980 statutes are not yet available.

The other major mode of transportation available in the project vicinity is public bus, operated by Tri-Met throughout the Portland metropolitan area. The local routes and schedules are described in the section on Transportation. Tri-Met service plays a key role in providing mobility for the transportation disadvantaged. Bus line #77 connects three hospital facilities, including St. Vincent, with northwest Portland, where there is higher proportion of senior citizens who tend to be both transportation disadvantaged and in need of more frequent medical services. Ten percent of Tri-Met's ridership is 65 years of age or older. Total ridership has accounted for four to six percent of all trips in the Portland SMSA during the past several years. Tri-Met also operates a special transportation program for the disabled ("Lift" service).

Community Organization and Cohesion

Citizens living in the project vicinity have shown a relatively high degree of interest and participation in local issues and concerns. This probably stems in part from the stability of the resident population. This stability has been supported by the high percentage of owner-occupied dwellings and long-term residences. This promotes stronger community awareness and appreciation of the need to cooperate in maintaining a high quality of life in the area. The increasing proportion of new residents and renter occupancy in the community could change these qualities as urbanization proceeds. It is yet to be seen exactly how the existing cohesiveness of the community will respond during this rapid urban transition and population influx.

Most of the residential neighborhoods served by the northerly portion of the US 26/OR 217 Interchange are located on Barnes Road and its connecting local streets. These neighborhoods share use and support of various community-wide services, transportation facilities and schools. The Cedar Hills Shopping Center is the closest major shopping facility, and residents of neighborhoods north of US 26 can reach it only by traveling through the interchange. Though the shopping center is within walking distance of these neighborhoods, pedestrian passage through the existing interchange is dangerous. The existing transportation facilities are therefore barriers not only to pedestrian movement, but also to the special neighborhood interactions which can occur when good pedestrian ways are provided. Once sidewalks along Barnes Road are in place, under a recently approved project, the US 26/OR 217 interchange will be the final remaining barrier to safe north-south pedestrian and bicycle traffic.

Recreational Resources

Ridgewood Playground is located immediately adjacent to the ramp connecting northbound OR 217 and eastbound US 26. An outdoor basketball court and a community garden area are located further to the east near Sunset Presbyterian Church.

CULTURAL RESOURCES

(Affected Environment)

None of the properties which would be affected by the project have been listed in the National Register of Historic Places or the Statewide Inventory of Historic Sites and Buildings, nor are any of the structures eligible for nomination.

There are no known or probable archeological sites in the proposed project construction area. The affected area has already been disturbed by modern human activities (i.e., construction of the existing interchange, building construction and agricultural activities). The appendix A documents the State Historic Preservation Office concurrence with this conclusion.

GEOLOGY AND HYDROLOGY

(Affected Environment)

The proposed interchange project is located on the lower southwesterly slopes of the Tualatin Mountains, a small range which locally reaches 1200 feet elevation. The interchange is 440 feet above sea level, on a small plateau overlooking the Tualatin Valley (Figure 9).

Soils in the project area consist of yellowish-brown, clayey, sandy silt (loess) of the Kinton series, believed to have been deposited by wind during the early Pleistocene. The relatively level terrain at the interchange minimizes any problems of soil instability, though portions of the surrounding area have slopes of as much as 30 percent.

Rainfall here averages 40 inches annually, most of it occurring in the winter and spring months. Surface runoff flows from the interchange toward the southeast (Golf Creek) and the northwest (Johnson Creek), since the project straddles a ridge. Both streams are tributaries of Beaverton Creek, which flows into the Tualatin River. Erosion and stream siltation hazards from construction activity are minimal here because of the interchange's position on the gently sloping ridge.

Of geological interest is a surface depression believed to have been created by the collapse of a lava tube which lies north of, and parallel to, Barnes Road. The tube was formed when a lava flow from vents a mile to the east solidified on the surface and continued to drain from the inside. The most recently collapsed sections have formed sizeable potholes clearly visible on the topographic map (Figure 9). Older collapsed sections may have been filled in by depositions of silt. It is not known if any uncollapsed sections remain. The depression just north of the existing US 26/OR 217 interchange is associated with a pressure ridge--a combination of unique interest geologically.*

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*Allen, John Eliot, 1974. The Catlin Gabel Lava Tubes. Ore Bin, 36:9, 149-154.

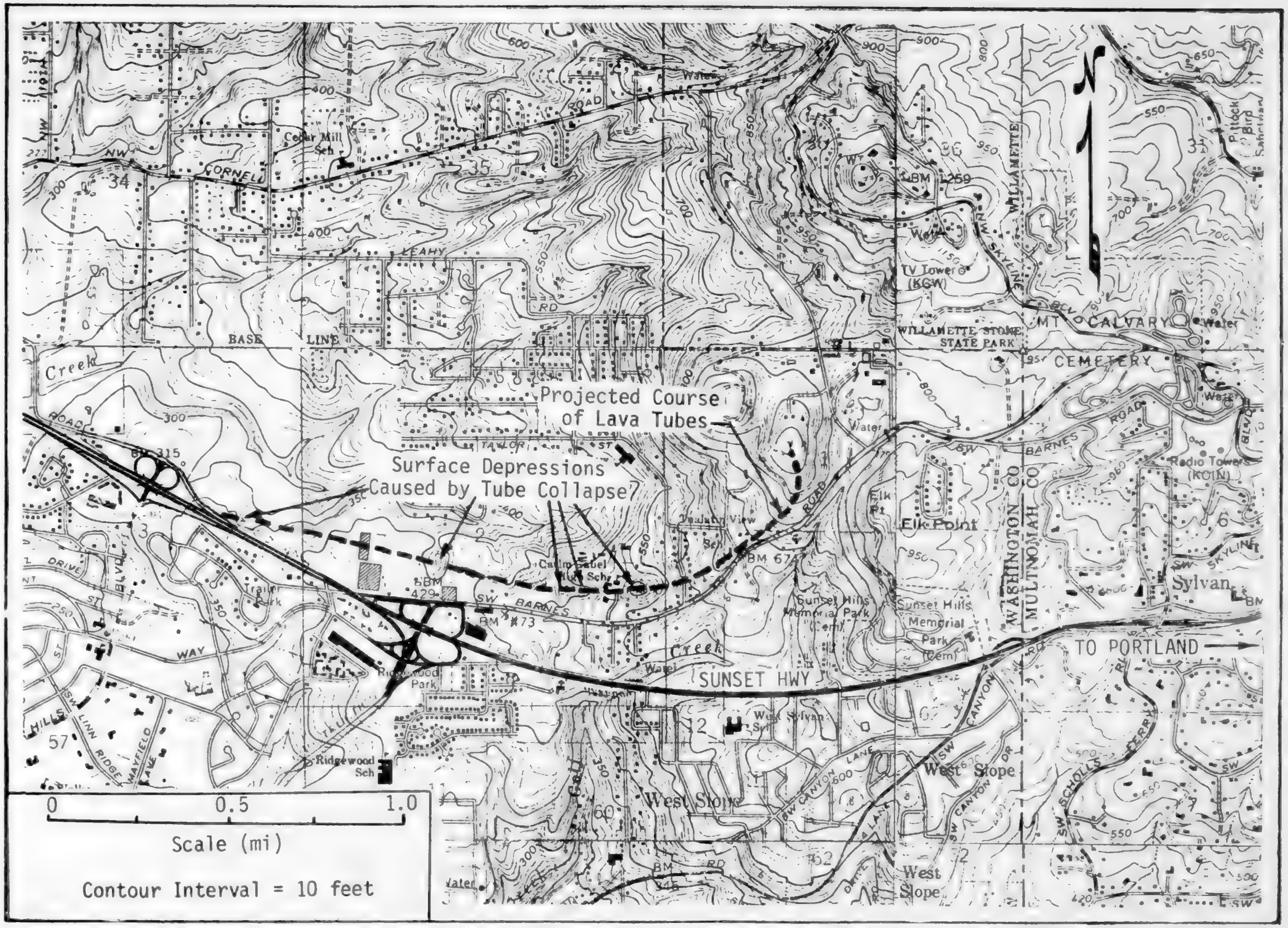
Projected Course of Lava Tubes
Surface Depressions Caused by Tube Collapse
0
0.5
1.0
Scale (mi)
Contour Interval = 10 feet
SUNSET HWY
TO PORTLAND
WASHINGTON CO
MULTNOMAH CO
MT CALVARY CEMETERY
WILLAMETTE STONE STATE PARK
Elk Point
Sylvan
West Slope
Sunset Hills Memorial Park (Cem)
Cedar Mill Sch
NW CORNELL ROAD
BASE LINE
SW BARNES ROAD
Ridgewood Sch
Ridgewood Park
TV Tower (KGW)
Radio Towers (KOIN)

Figure 9. Topographical Map of the Project Area.

VEGETATION AND HABITAT

(Affected Environment)

The immediate project area contains very little native vegetation and habitat, having been altered by the construction of the existing interchange and by the residential and agricultural uses north of Barnes Road. The interchange now contains fairly large expanses of mowed grasses. Several fruit trees, poplars and 60-foot Douglas Firs also grow within its bounds. The property immediately north of Barnes Road is planted with commercial holly and residential landscape vegetation which provides some limited habitat for birds and small mammals.

Through its probable effects on land use, the project is also likely to have secondary effects on vegetation and habitat. The most susceptible areas are the less developed ones lying in a mile-wide strip between US 26 and Barnes Road on the south and Cornell Road on the north (Figure 10). Of a total of approximately 1,600 acres in this area, approximately 650 acres remain wooded, 400 acres are in agricultural use (orchards, hay field, nurseries) and 550 acres are developed for urban uses -- predominantly single-family residences.

Any native vegetation still remaining in the area is dominated by Douglas Fir, with increased frequencies of Red Cedar and Western Hemlock occurring in wooded ravines. Sword Fern is the dominant ground cover in the mature Douglas Fir stands. Much of the original forest land has been disturbed or converted by human activities and uses.

Cleared areas which have not been maintained support blackberry thickets and brushy cover composed largely of fruit and ornamental trees and shrubs. Dominant native plant species in these low-growing hardwood areas are Pacific Serviceberry and Red Alder. Associated species are Hawthorn, Bitter Cherry, and some Big Leaf Maple. Cleared areas along streams have gained a cover of Red Alder and willow.

The largest wooded area along Johnson Creek has been managed for timber for many years, using selective cut techniques. Removal of some of the dominant cover of Douglas Fir has allowed increases in hardwood understory of Vine Maple, Big Leaf Maple, Oregon Ash, Dogwood and Red Alder. Ground cover consist of Sword Fern, hardwood saplings, thimbleberry, blackberry, vetch, Oregon Grape, and Bracken Fern.

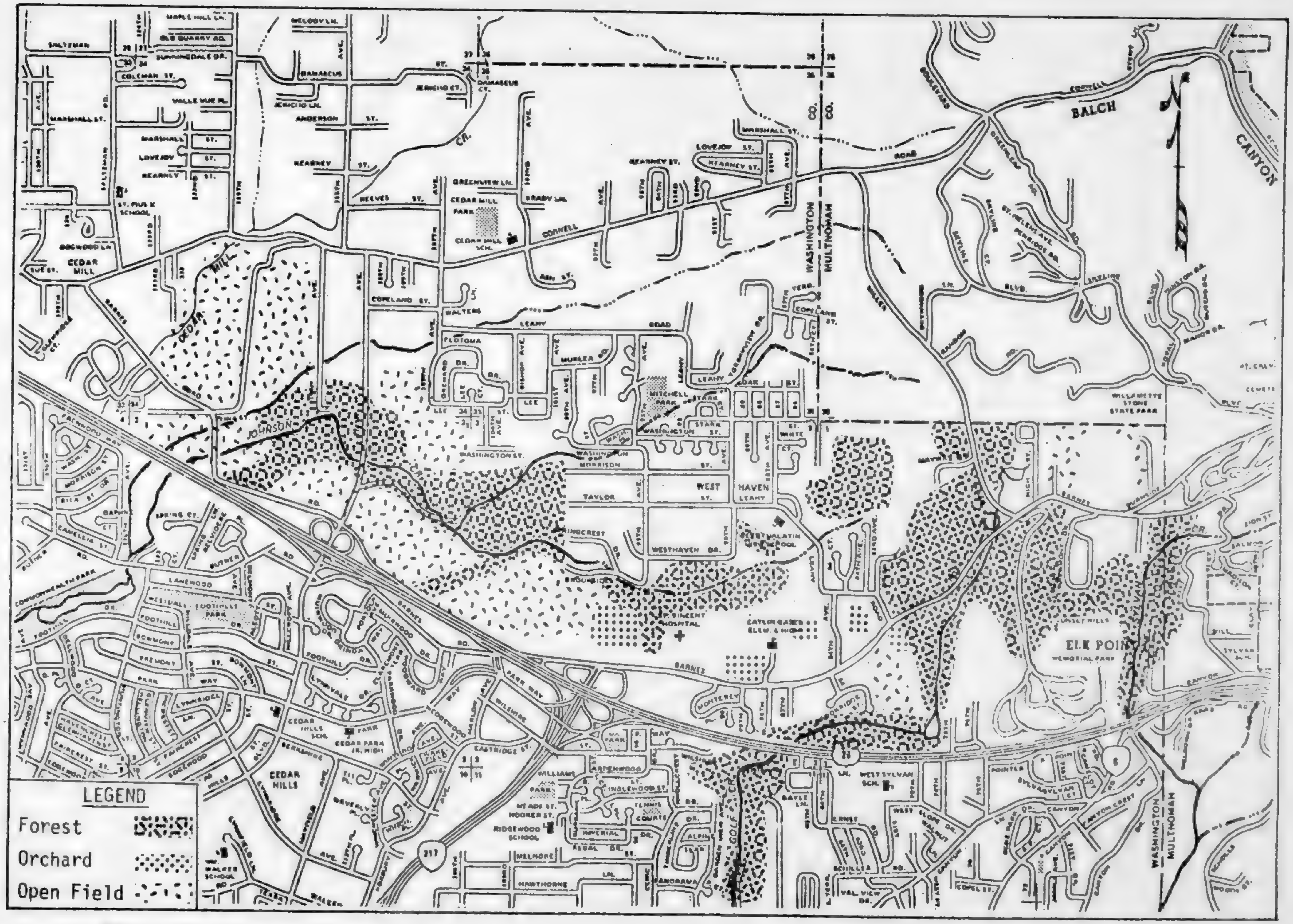
BALCH
CANYON
CORNELL
ROAD
WASHINGTON CO.
MULTNOMAH CO.
CEDAR MILL
CEDAR MILL PARK
CEDAR MILL SCH.
ST. PIUS X SCHOOL
LEAHY
WALTERS
COPELAND ST.
MITCHELL PARK
WASHINGTON ST.
MORRISON
TAYLOR
WEST HAVEN
WESTHAVEN DR.
WEST TUALATIN VIEW SCHOOL
ST. VINCENT HOSPITAL
CATLIN GABEL ELEM. & HIGH
BARNES
JOHNSON
CEDAR
GOLF
ELK POINT
MEMORIAL PARK
WILLAMETTE STONE STATE PARK
SKYLINE
FOOTHILLS PARK
CEDAR HILLS
CEDAR HILLS SCH.
CEDAR PARK JR. HIGH
RIDGEWOOD SCHOOL
WILLIAMS PARK
WEST SYLVAN SCH.
WM. WALKER SCHOOL
CANYON
217
WASHINGTON
MULTNOMAH
LEGEND
Forest
Orchard
Open Field

Figure 10. Vegetation and Habitat.

The patchwork of these two woodland types (old-growth conifers and second growth hardwoods) and open meadow areas, modified by slope aspect, moisture gradients, and management practices, creates a diversity of wildlife habitats rich in food plants and shelter. The increases in suburban residential development are severely reducing available habitat (especially for birds and mammals which require low, brushy ground cover). Birds which residents enjoy in their yards and bird feeders are usually visitors from surrounding undeveloped areas which serve as food and breeding reservoirs. Distruction of the surrounding woodlands and fields by urbanization will severely reduce the bird populations.

Some of the animal species associated with the existing environment in the area are gophers, moles, shrews, songbirds, (Larks, Spizella Sparrows, Redwing Blackbirds), upland game birds (Pheasant, Valley Quail, Grouse), and opossum, skunk, weasel, fox, Cooper's Hawk, Kestrel and Pileated Woodpecker.

The area presently contains a well interconnected series of habitat areas which are relatively unbroken by human habitation. This allows relatively free movement of wildlife along these natural corridors.

Aquatic habitats in the study area are limited to small streams with relatively steep gradients and small volumes. They may carry limited populations of fish. The streams also produce food plants, insects, and groundwater conditions which support local terrestrial and semi-aquatic wildlife such as Kingfishers, Muskrat, ducks, Raccoons and amphibians. No threatened or endangered species or their habitats are listed by the U.S. Fish and Wildlife Service for the project area.

NATURAL RESOURCES

(Affected Environment)

The immediate project area contains only minor amounts of economically valuable natural resources which would be sensitive to the project. Most of this is agricultural and horticultural potential, described earlier. No significant stores of other natural resources are known to be in the project area. Potential land use changes influenced by the project could affect natural resources over a larger area, but again this mostly involves agricultural potential, timber and ecological values.

UTILITIES

(Affected Environment)

All basic urban utilities serve the project area and are provided by Northwest Natural Gas Company, Portland General Electric, Pacific Northwest Bell Telephone, Unified Sewerage Agency, and Wolf Creek Highway Water District. These services are being extended and expanded as urban development spreads through the area. Their ultimate regional capacities, however, are being questioned periodically as shortages, failures, and rate increases occur with increasing frequency.

ENVIRONMENTAL CONSEQUENCES AND MITIGATION

This section discusses the impacts which the project and its alternatives would be expected to impose upon each significant environmental element in the project. Steps proposed to minimize the adverse impacts of the project are also discussed.

The analyses presented here are necessarily predictive in nature. The predictions are based upon an analyses of existing conditions and trends projected into the future. In many instances assumptions about future conditions have been necessary. Care has been taken to identify major assumptions.

VISUAL CHARACTERISTICS

(Environmental Consequences)

The direct visual impacts of the project are expected to be quite localized. For most users of the interchange area, the project will not significantly change the visible aesthetic values of the site.

The project and its alternatives differ in their predicted influence on the capacity of the surrounding area to support urban development. This, in turn, affects the predicted degree to which the pastoral setting of the area northwest of the interchange will be converted to urban form.

The 250-acre unurbanized area northwest of the project is regarded by many today as a visual relief from the surrounding intrusions of suburbia. In this respect, it is an environmental amenity for abutting land owners and passers by. The construction of residential and commercial uses on the existing rolling fields and forested areas will no doubt change the visual significance of the area to these people.

The No-Build Alternative would probably have promoted the least change in the appearance of the surrounding area, though considerable development is likely to occur regardless of the project. The existing lack of major access northwest of the interchange has afforded some protection from urban intrusion in the past.

Build Alternative 1 would have had much the same effect on the visual character of the surrounding area as the No-Build. Though it would have increased the capacities for existing movements in the interchange, it would not have significantly altered the course of urban development from that possible under the No-Build.

Build Alternative 2, Modified will probably lead to development which will have greater visual impacts than the No-Build or Build Alternative 1 would have. New major arterial access to the north will make the area more attractive to more intensive urban development. Changes in the visual character of the area will consequently be more pronounced and will probably proceed at a greater rate than they would have for the other alternatives. The types of highway-oriented development likely to result from the new interchange access are likely to be more visible from US 26 west of the interchange, and from many of the adjoining properties north and west of the project.

The islands in the finished interchange will be landscaped with attractive native vegetation which, once established, will not require excessive maintenance (irrigation, frequent weeding and mowing).

LAND USE AND RIGHT-OF-WAY
(Environmental Consequences)

Primary Impacts (Right-of-Way and Relocations)

Several properties will be affected by the project. All but one is owned by J. Peterkort Co. or Peterkort family members. The other is a four-unit apartment house (Hill Vista) owned by Sisters of Providence in Oregon. Four single-family residences, several outbuildings and some greenhouses, as well as the south Hill Vista apartment building, will be removed by the project.

Land from eight parcels of property will be required for right-of-way. The amounts and types of land required for project Alternative 1 and selected Alternative 2, Modified, are summarized as follows:

	Alternative 1	(Selected) Alternative 2, Modified
Multi-family residential	0.25 Acres	0.25 Acres
Single-family residential	2.40	2.40
Commercial, Horticulture	1.75	1.75
Commercial, Hospital	0.16	0.16
Agricultural	9.0	9.24
TOTAL	13.6 Acres	13.8 Acres

The estimated right-of-way and access costs for the project, based on the most intense, presently permitted uses (rather than the existing) are estimated to be $1,255,000 for Alternative 1 and $1,107,000 for Alternative 2, Modified. Alternative 1 would have involved a greater cost because of the access replacement required.

A portion of a commercial horticultural operation will be reduced by the acquisition of one of the groups of greenhouses. Though the facilities could be relocated elsewhere on the property this seems unlikely in view of the urban transition taking place in the area, and the plans to develop the property to more intense urban uses.

Mitigation for the adverse right-of-way effects of the project on adjacent properties will consist of relocation assistance and monetary reimbursements for the fair market value of property acquired, damages, and improvements removed. The Replacement Housing Study prepared for this project reveals that eight family units will require relocation. Four of these occupy apartment units, two rent single-family homes and two own single-family homes. A review of current multiple listings indicate plentiful comparable replacement homes for sale in the area. Rental apartments and single-family dwellings are also in adequate supply.

> "All relocations will be given advisory assistance to enable those individuals displaced by the project to occupy decent, safe, and sanitary replacement housing. This will be done in accord with the Oregon Department of Transportation's Relocation Assistance Program. U.S. Department of Transportation Order No. 5620.1 sets forth the same requirement for federally assisted projects.

> "In the event replacement housing is not available due to a housing shortage in the area, or because of special needs of the relocatee, then housing will be provided under the provisions of "Last Resort Housing." This allows unique and innovative methods to be used to provide the needed housing, including rehabilitation or relocation of existing housing or construction of new housing.
>
> "All replacement housing offered will be fair housing open to all persons regardless of race, color, religion, sex, or national origin."
>
> --District FHWA

Information on the procedures, rights, and benefits is summarized in Appendix B, "Acquiring land for Highways" and "Moving because of the Highway".

Secondary Impacts on Land Use

The project vicinity is classified as urban in the comprehensive plan, but considerable land northwest of the interchange is presently in agricultural use, and will be particularly sensitive to changes in access to the highway system. The proposed project alternatives present three different access situations.

The recent history of growth in census tract 301, which encompasses the project area, indicates rapid development is underway. The population of the tract increased from 4,662 in 1970, to an estimated 6,242 in 1977 (35 percent). The population is expected to increase to 10,750 by the year 2000, assuming POD #17 projections.

The No-Build Alternative would have retained existing access from Barnes Road to the existing uses north of the interchange. In the future these accesses could have been used to serve more intensive uses as the property developed. Access to other portions of the property would have been provided by the Cedar Hills Boulevard interchange using 112th Avenue. This would have provided sufficient access to allow the development levels envisioned under POD #17 (Plan of Development #17), Figure 5.

Since Build Alternative 1 would have eliminated the existing access to property just north of the interchange, other access would have been needed for any remaining existing uses and future development. It is likely in any case that access will be developed via 112th Avenue to Cedar Hills Boulevard Interchange. Under Alternative 1, this would have allowed land development to proceed to levels currently provided by POD #17, if capacity improvements were made at Cedar Hills Boulevard Interchange. The indirect approach to the area north of the US 26/OR 217 Interchange would have discouraged freeway-oriented commercial development from occurring at that site and would have encouraged uses which generate less traffic and require less commercial visibility.

Selected Alternative 2, Modified, will provide for a major arterial access connection to the north for the future construction of a "Barnes Road Extension". This will encourage greater development of high-visibility, freeway-oriented commercial land uses north and west of the interchange along US 26, and will open the area to a wider, more competitive range of prospective commercial buyers and tenants.

Maximum permissible development of the 250 acres of property northwest of the project is likely. This is supported by continuous efforts to amend the existing comprehensive plan (POD #17) to permit more intense urban uses which assume construction of Barnes Road Extension. Construction of Barnes Road Extension will make proposed reclassifications of residential, open space and transit uses to commercial uses more feasible, since the latter will require more direct arterial access.

Land in the vicinity is rapidly undergoing urbanization, and the 250-acre property is expected to do likewise, as the questions of access and community planning are resolved. Some form of urbanization will proceed regardless of which project alternative has been selected, but the project will influence the types and amounts of development in proportion to the transportation capacity and access afforded.

A traffic capacity analysis of the proposed subject shows that the reconstructed interchange will be able to serve two-way volumes on Barnes Road Extension of no more than 29,000 vehicles per weekday--less if land uses develop which generate heavy peak hour traffic volumes.

Consistency with Comprehensive Plan

Improvement of the interchange is part of the plan to increase the urban services needed for the intended urban development of the area. This is consistent with the urban designation for the area, provided in the existing Washington County Comprehensive Framework Plan. The general transportation goal stated in the plan is:

> "To establish a balanced, efficient and convenient transportation system providing for the safe, pleasant, and economical movement of people and goods which implement the land use plan and is developed with environmental, aesthetic, and social impacts as major locational determinants."

The No-Build Alternative would not have been consistent with this transportation goal and would have tended to restrain the urban development envisioned in the comprehensive plan, because it would have failed to provide reasonable levels of service. Peak traffic periods would have been prolonged, accident rates would have increased and the connecting highways at the interchange would not have operated efficiently if land uses were allowed to increase to the planned intensities.

Build Alternative 1 would have been consistent with the transportation goal of the comprehensive plan by providing adequate levels of service on the existing facilities, but the access control at US 26/OR 217 would have restrained projected commercial development envisioned in POD #17 at the interchange.

Selected Alternative 2, Modified, will be consistent with the transportation goal of the comprehensive plan and will add arterial access suitable for urban development equal to or greater than presently provided for in POD #17. This will facilitate timely development under POD #17, but may also add pressures to amend the comprehensive plan to allow more intensive urban land uses. Such amendments could add unanticipated loads to the transportation system and other urban services in the area.

Compliance with LCDC Statewide Planning Goals

The Washington County Comprehensive Framework Plan is not yet in compliance with the LCDC Goals. Therefore, an analysis of the project's consistency with the LCDC goals is necessary. Table 4 summarizes the relationship between the project and the LCDC goals. Since most of the goal topics have been treated in other sections of this environmental impact statement, the last column in the table refers to those sections.

The discussion below treats conformance with LCDC goals which have not been considered elsewhere in this document.

TABLE 4

LCDC Goal Conformance Summary

Statewide Goals	Applicable, Compatable NB	1	2*	Applicable, Potential Conflict NB	1	2*	See Discussion Pages...
1. Citizen Involvement	X	X	X	-	-	-	38,85,86,94-102
2. Land Use Planning	-	X	X	X	-	-	20-25, 47-53
3. Agricultural Lands	N/A						42,43,53,82
4. Forest Lands	N/A						42,53,82
5. Open Space, Scenic, Historic	X	X	X	-	-	-	53,79
6. Air, Water, Land	-	X	X	X	-	-	68,77,79,80
7. Natural Hazards	X	X	X	-	-	-	80
8. Recreational Needs	X	X	X	-	-	-	39,53,65
9. Economy	-	X	X	X	-	-	20,22,49-50
10. Housing	X	X	X	-	-	-	22-25,47-49, 78-79
11. Public Facilities	-	X	X	X	-	-	37,45,82
12. Transportation	-	X	X	X	-	-	25-29,38,54-62
13. Energy Conservation	-	X	X	X	-	-	81-82
14. Urbanization	-	X	X	X	-	-	22,25,32,33,39, 49-50,78,80
15. Greenway	N/A						
16-19 Coastal Goals	N/A						

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* NB = No-Build, 1 = Alternative 1, 2 = Alternative 2, Modified (Selected).
"X" = Yes, "-" = No.

Goal #2: Land Use Planning - Although the county's comprehensive plan has not yet been fully adopted, this project study assumes that the levels of urbanization proposed in the county's existing draft will be consistent with the document ultimately approved by LCDC. This assumption is supported by the following:

1. The project is well within the urban growth boundary already approved by LCDC.
2. There are clear and present needs for the improvements proposed in the project (e.g., improved freeway-to-freeway connections, greater separation of freeway and local traffic, elimination of at-grade traffic movement conflicts).
3. The project area is surrounded by urbanizing areas. Support of urban development here would be consistent with the policy of filling in undeveloped urban areas before outlying areas are involved.

A systematic citizen involvement program has been used in the development of this project.

Goal #3: Agricultural Lands; and Goal #4: Forest Lands - LCDC rules do not require that goals #3 and #4 be considered for this project because the project is located within the approved urban growth boundary. Therefore the project is considered to be consistent with these goals.

Goal #5: Open Spaces, Scenic and Historic Areas, and Natural Resources; and Goal #8: Recreational Needs - The project alternatives are considered to be consistent with Goals 5 and 8. The new arterial access at US 26/OR 217 interchange provided by Selected Alternative 2, Modified, will create somewhat greater pressure to compromise open space, scenic and recreational needs and values, but adequate local planning can ensure that community needs for these values are met.

TRANSPORTATION
(Environmental Consequences)

Changes in Traffic Patterns

The project will improve the separation between local, through freeway, and freeway-to-freeway traffic, by adding a local connection between Barnes Road on the north and Parkway on the south. The local off-ramp spur from eastbound US 26 to Cedar Hills Shopping Center will be eliminated so that the traffic lane-changing distance between the interchanges will be increased. Though the existing spur has not proven to be a problem with existing traffic, it does not conform with current design guidelines for freeways. If the change is not made, safety problems could develop as traffic increases in the future. The project will divert traffic presently using the spur to the somewhat less convenient exit east of the interchange. This may have some negative influence on patronage at the shopping center, as attested in some of the hearing testimony.

Alternative 1 would have precluded the development of a direct connection of Barnes Road Extension to the interchange. This would have required most of the highway traffic generated by development of the 250-acre property northwest of the project to reach US 26 via the Cedar Hills Boulevard interchange.

Alternative 2, Modified, will allow through traffic to flow locally between both interchanges via Barnes Road Extension. This will would also reconnect the easterly and westerly sections of Barnes Road severed by the original construction of US 26.

Capacity and Levels of Service

The interchange presently operates at Level of Service D* in the lane-changing section on southbound ORE 217, beneath the overpass, and Level of Service E on westbound US 26 in the weave section between the off-ramp and the on-ramp. Without improvements, the interchange is predicted to operate at a Level of Service F during peak hours, before the year 2000. The interchange is operating at its peak hour capacity now, and the condition will worsen as urban development continues, spreading the congested traffic peaks over longer periods of time. As interchange congestion increases, vehicles waiting to exit will back up further into the travel lanes on US 26, until the project is constructed. Under the No-Build Alternative, the existing Level of Service C conditions in Cedar Hills Boulevard would have degraded to D to E conditions by the year 2000, unless $161,000 in improvements were made to increase the capacity of Cedar Hills Boulevard Interchange.

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*The "Level of Service" of a highway is used to describe its traffic speeds and flow characteristics. The characteristics of level of service A (best) through F (worst) are described in Appendix C. Most projects are designed to have a level of service "D" or better for at least 20 years after construction.

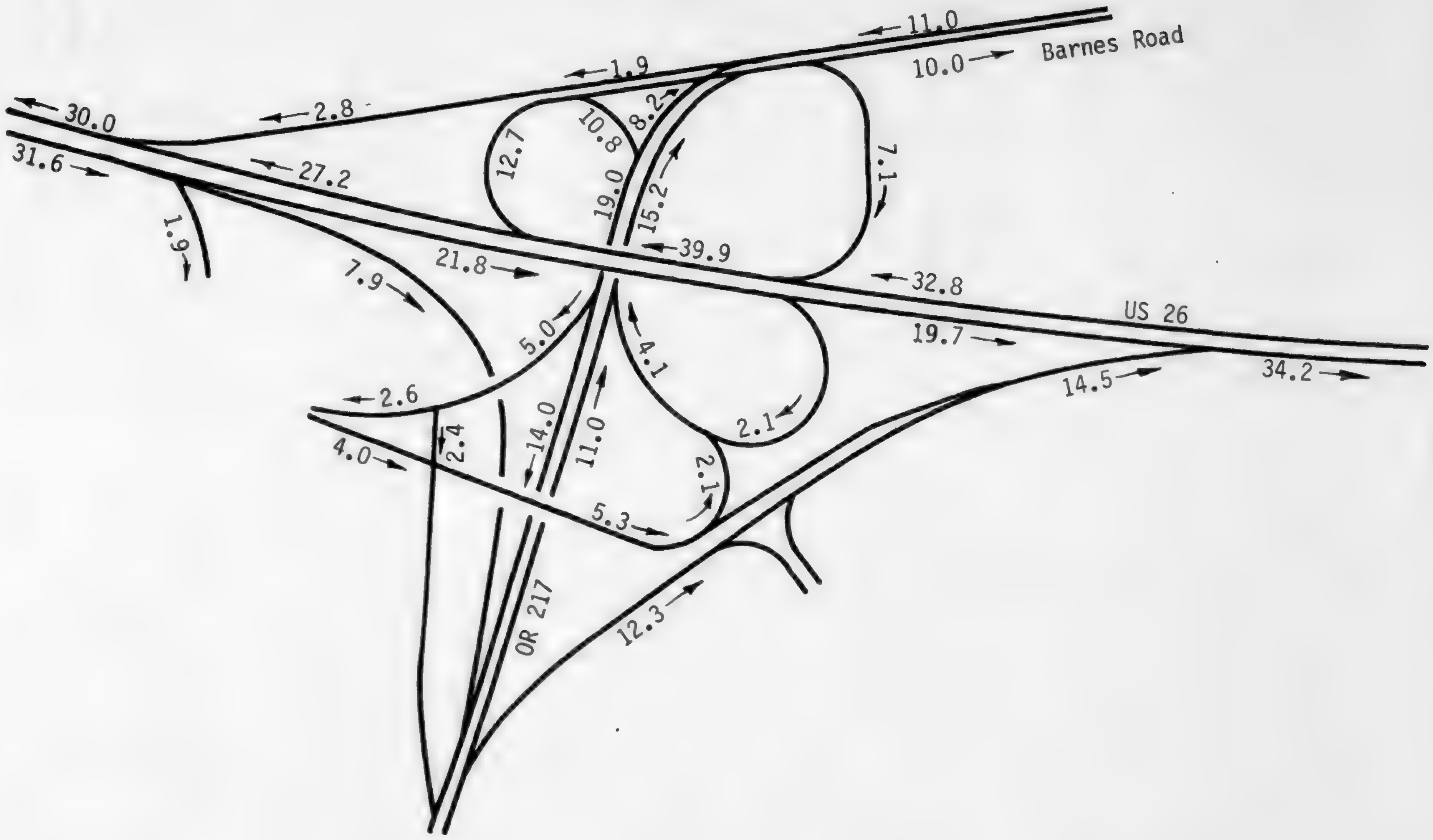
The signalized intersections which were proposed in Build Alternative 1 were projected to operate at a Level of Service C, in the year 2000. Intersections in the Cedar Hills Boulevard interchange would have dropped to Levels of Service D-E by the year 2000 as traffic from development increased the congestion, unless $161,000 in improvements were made to increase the capacity of Cedar Hills Boulevard Interchange.

Selected Alternative 2, Modified, will also give a Level of Service C at the proposed intersections in the US 26/OR 217 Interchange, in the year 2000. Levels of service at Cedar Hills Boulevard interchange will be better (C and D) than they would have been for the No-Build or Alternative 1, since the proposed Barnes Road Extension, if built, will allow many of the trips to go to the US 26/OR 217 interchange. The level of service on westbound US 26 between the interchanges will be slightly better (D-E) than for Alternative 1 (E) because of the trips taken over by Barnes Road Extension. According to these projections, no increases in capacity at Cedar Hills Boulevard Interchange will be necessary. In lieu of a $161,000 capacity improvement at Cedar Hills Boulevard Interchange, the cost of adding the connection for Barnes Road Extension at US 26/OR 217 interchange will be approximately $352,000.

Traffic Volumes

Figure 11 (a-e) compares the existing average daily traffic volumes with future volumes projected for each of the project alternatives. The most significant impacts of the project upon traffic volumes will be the reduction of the amounts of mixing between local traffic and freeway traffic, increasing freeway efficiency and overall safety. Volumes will be somewhat larger for some movements in Selected Alternative 2, Modified, than in Alternative 1

Figure 11(a). No-Build Alternative. Year 1980 Average Weekday Traffic (1000's).


11.0
10.0
Barnes Road
1.9
2.8
30.0
31.6
27.2
1.9
12.7
10.8
8.2
19.0
15.2
7.1
39.9
21.8
7.9
32.8
US 26
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34.2
14.5
5.0
4.1
2.6
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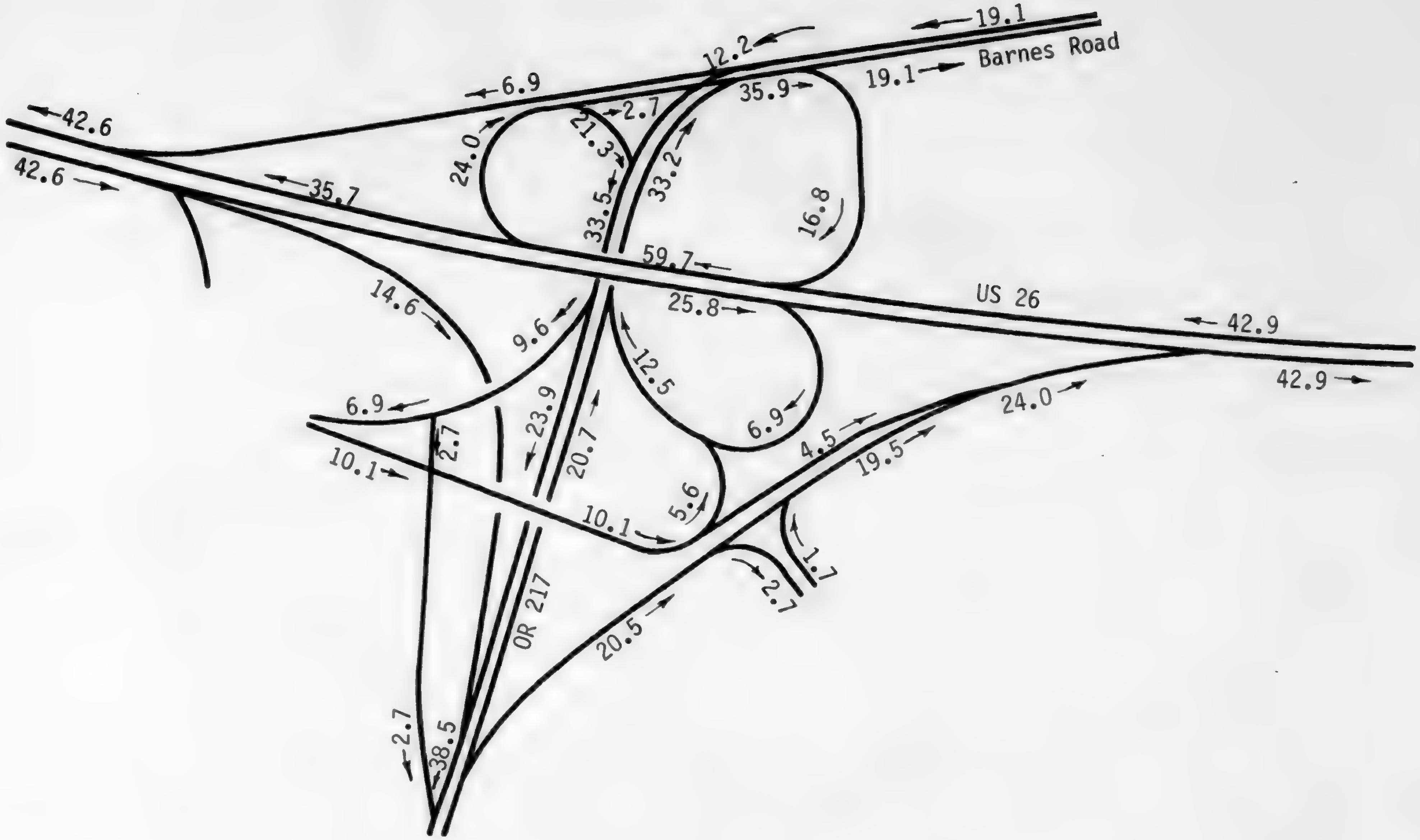
14.0
11.0
2.1
4.0
2.1
5.3
OR 217
12.3


19.1
12.2
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Barnes Road
6.9
35.9
2.7
42.6
42.6
21.3
24.0
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US 26
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OR 217
20.5
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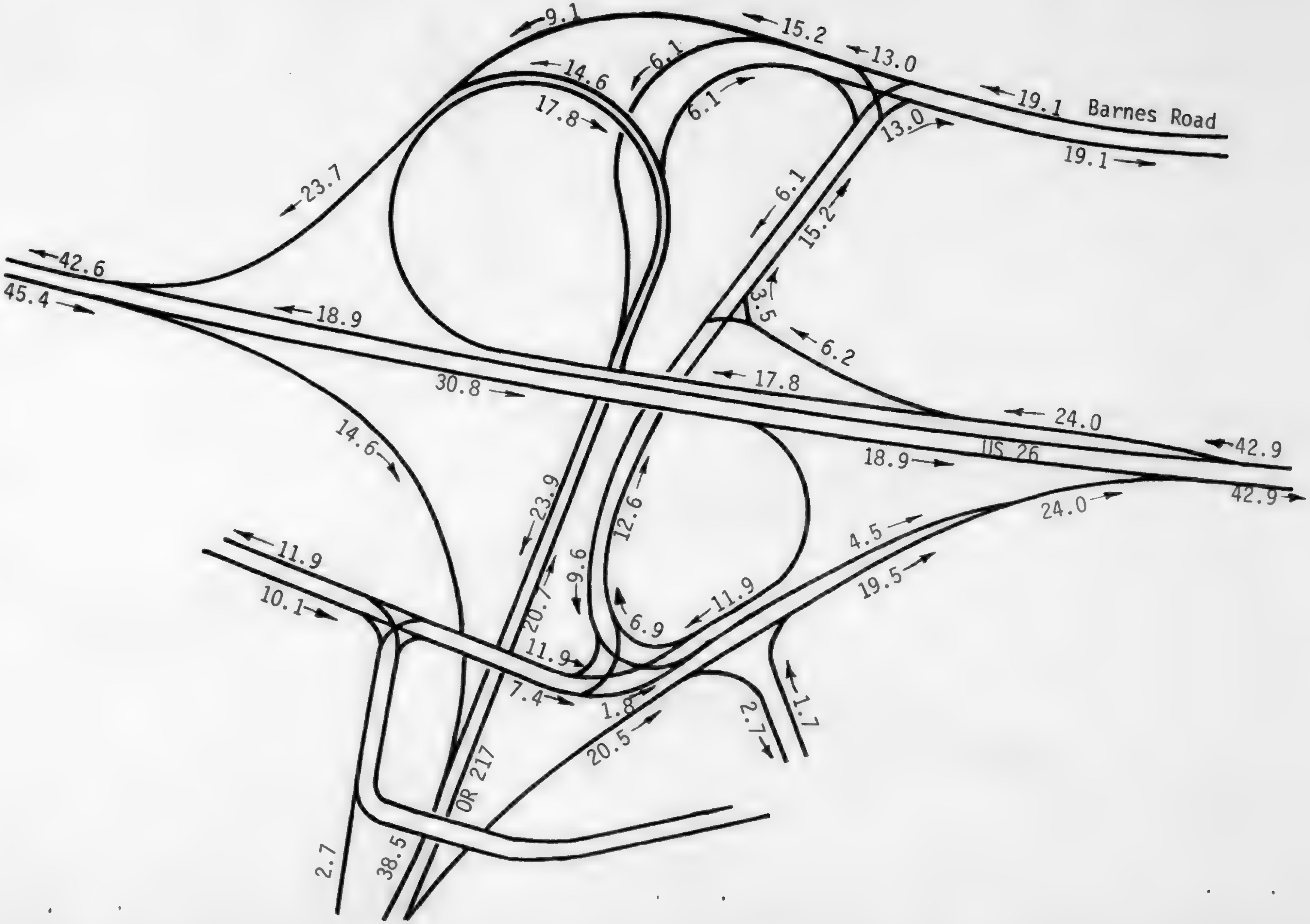
Figure 11(b). No-Build Alternative. Projected year 2000 Average Weekday Traffic (1000's).

Figure 11(c). Alternative 1 (rejected). Projected year 2000 Average Weekday Traffic (1000's)


9.1
15.2
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14.6
6.1
19.1
Barnes Road
17.8
6.1
13.0
19.1
23.7
6.1
15.2
42.6
45.4
18.9
3.5
6.2
30.8
17.8
24.0
42.9
US 26
18.9
42.9
14.6
23.9
12.6
24.0
4.5
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OR 217
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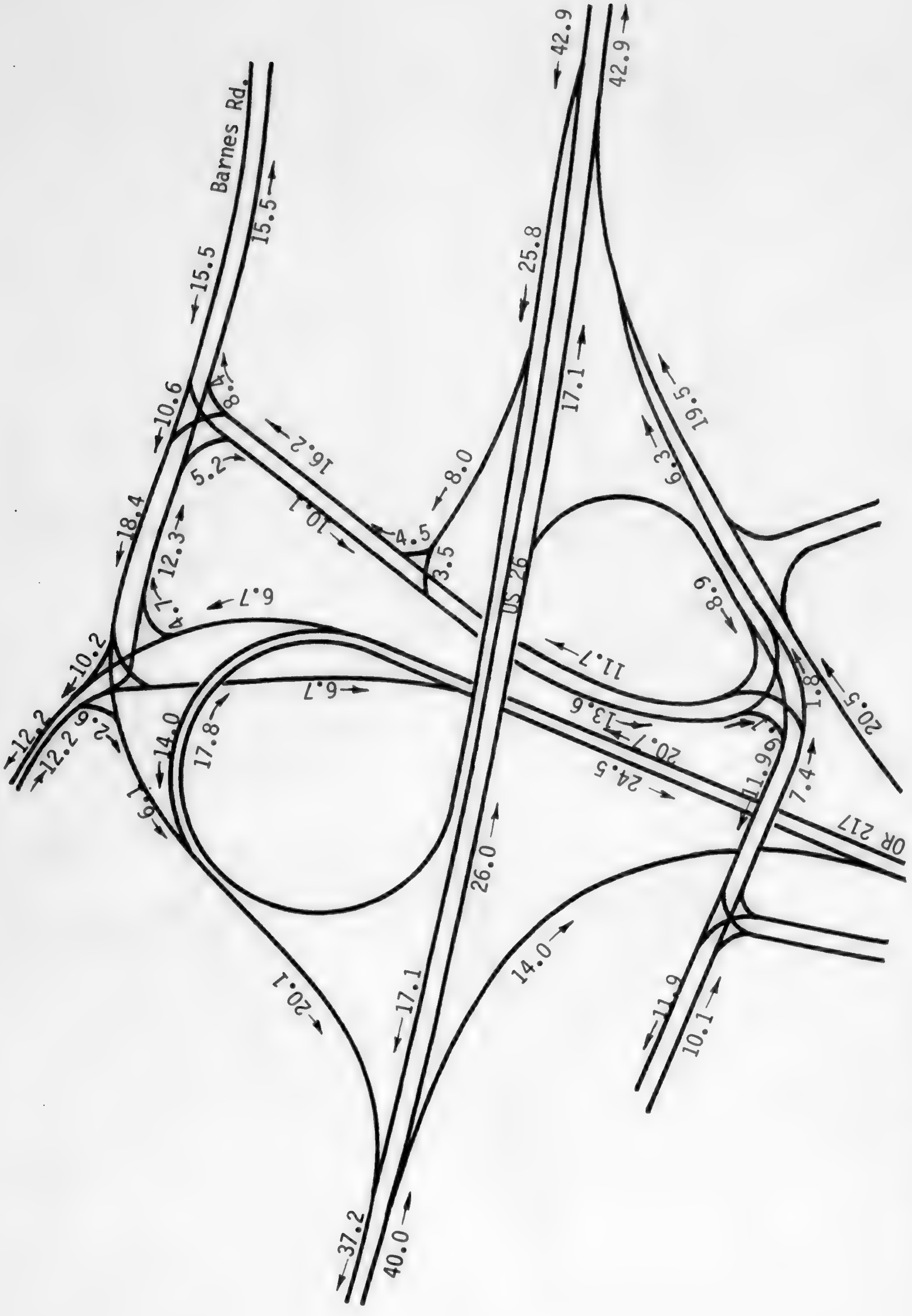
Barnes Rd.
US 26
OR 217
42.9
42.9
25.8
17.1
15.5
15.5
10.6
8.4
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8.0
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12.3
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4.5
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14.0
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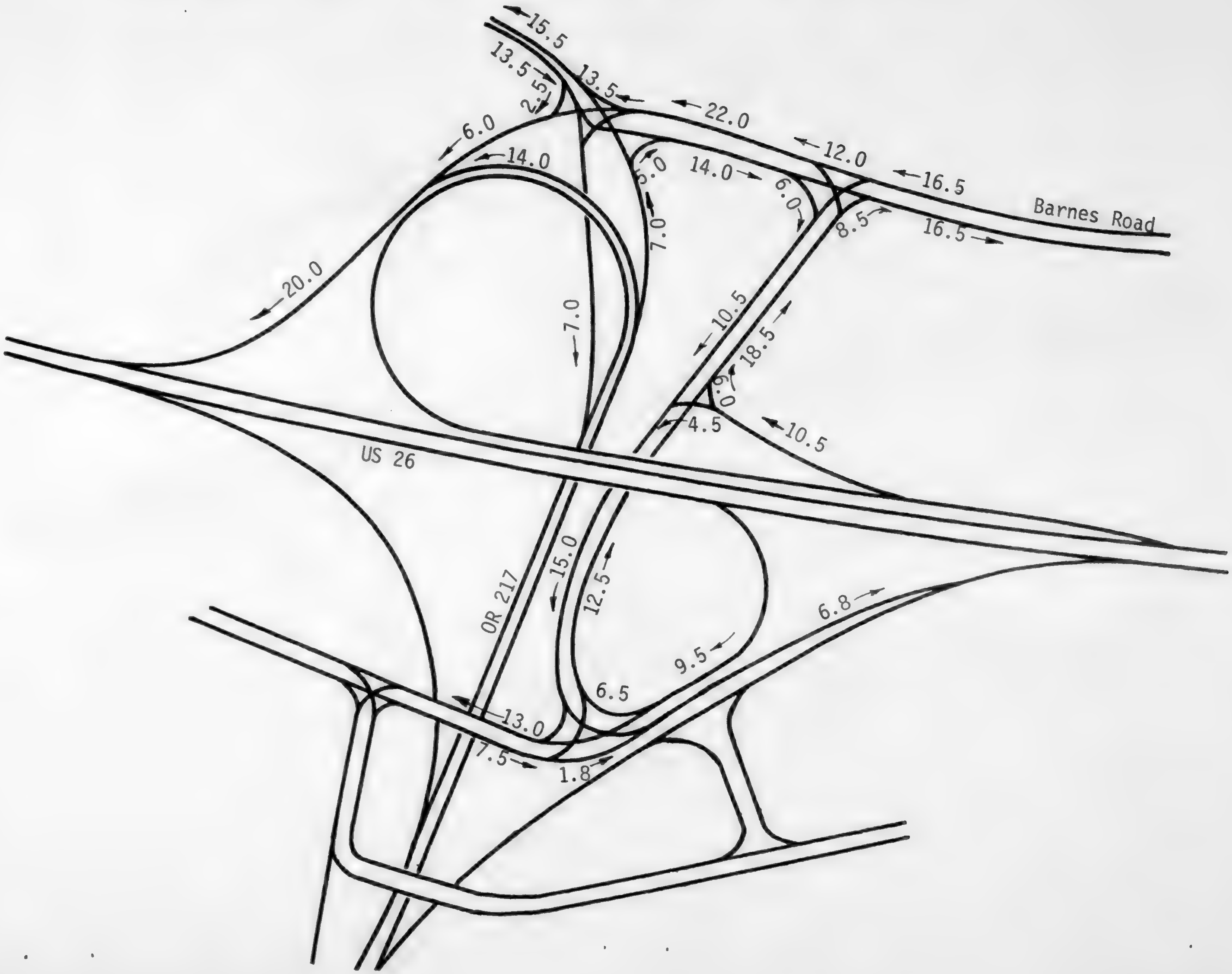
1.8
13.6
20.7
24.5
11.9
7.4
26.0
6.1
20.1
17.1
14.0
11.9
10.1
37.2
40.0

Figure 11(d). Alternative 2, Modified (Selected Project). Projected Year 2000 Average Weekday Traffic (1000's). Traffic generation is based on POD #17 land use projections.

Figure 11(e). Alternative 2, Modified (Selected Project). Maximum acceptable traffic volumes (Average Weekday Traffic in 1000's) as limited by critical legs of the project.


15.5
13.5
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22.0
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Barnes Road
16.5
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20.0
7.0
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18.5
6.0
4.5
10.5
US 26
15.0
12.5
OR 217
6.8
9.5
6.5
13.0
7.5
1.8

because of additional traffic likely to be generated by the more intense land development and the direct access to the interchange. Figure 11(e) estimates "worst case" traffic for Alternative 2, Modified. However, volumes on Barnes Road, to the east, will be less for Alternative 2, Modified, than for Alternative 1 because of the reduced use of Leahy Road, 84th Avenue and Barnes Road as a residential access to US 26. This latter function will be taken over by Barnes Road Extension and its local connectors, once they are constructed.

Alternative 2 will also reduce the future dependency of the adjacent proposed development on Cedar Hills Boulevard Interchange by distributing much of the traffic to the US 26/OR 217 Interchange via Barnes Road Extension. Without the Barnes Road Extension access at US 26/OR 217 (Alternative 1), average daily traffic on 112th Avenue at Cedar Hills Boulevard Interchange would be predicted to reach approximately 42,000 vehicles by the year 2000. The prediction under the selected project is approximately 26,000.

Public Transportation

Travel by public bus would continue to become slower if the interchange were not improved, since the buses would have to move in increasingly congested traffic. The proposed construction will maintain transit efficiency by reducing the predicted congestion. In addition, the build alternatives were designed in conjunction with the development of preliminary plans for the proposed Westside Transitway. If US 26 becomes the route selected for the transitway, the project design will be compatible with the transit improvement. Figure 3 shows the transitway routing concept for the interchange, and the proposed location of the transit station and facilities. It has been proposed that a transit transfer station and park and ride be built along the northwest margin of the interchange regardless of the Westside Transitway location. This would be a central location for use by buses.

Pedestrian and Bicycle Movement

The present lack of any safe pedestrian or bicycle connection between areas north and south of the interchange would continue if no improvements were made to the interchange. Conditions for non-motorized passage through the interchange would become even more hazardous as traffic volumes increase.

The proposed project will provide a safe (sidewalk and bicycle lanes) route which will connect the planned sidewalks and bicycle lanes on Barnes Road with sidewalks south of the interchange.

Automobile Safety

The project is expected to reduce accident rates below those expected for the No-Build Alternative since it will reduce the number of traffic movement conflicts and lane-change sections.

Travel Speeds

The project will increase travel speeds by reducing congestion. Time savings to motorists will not be significant during non-peak hours since the project will have longer curves and consequently longer travel distances. Some movements will also be more indirect in order to separate local from freeway traffic (e.g., trips from eastbound US 26 to Cedar Hills Shopping Center). Time savings will probably occur during the peak hours for the build alternatives because of the reduced congestion.

NOISE

(Environmental Consequences)

Year 2000 unshielded L_{eq} 67 dBA noise contours were calculated for all three alternatives. Unshielded noise contours represent the maximum distance from the roadway at which federal design noise levels will not be exceeded. Figures 13 and 14 show the location of the year 2000 unshielded L_{eq} 67 dBA noise contours for the No-Build Alternative and for the two Build Alternatives (including the selected project).

The primary purpose of the unshielded noise contours is to identify areas of potential traffic noise impact. Identification of these areas can aid in land use planning by showing where future construction of noise sensitive properties should be avoided. The unshielded noise contours represent "worst case" conditions and do not take shielding by terrain or structures

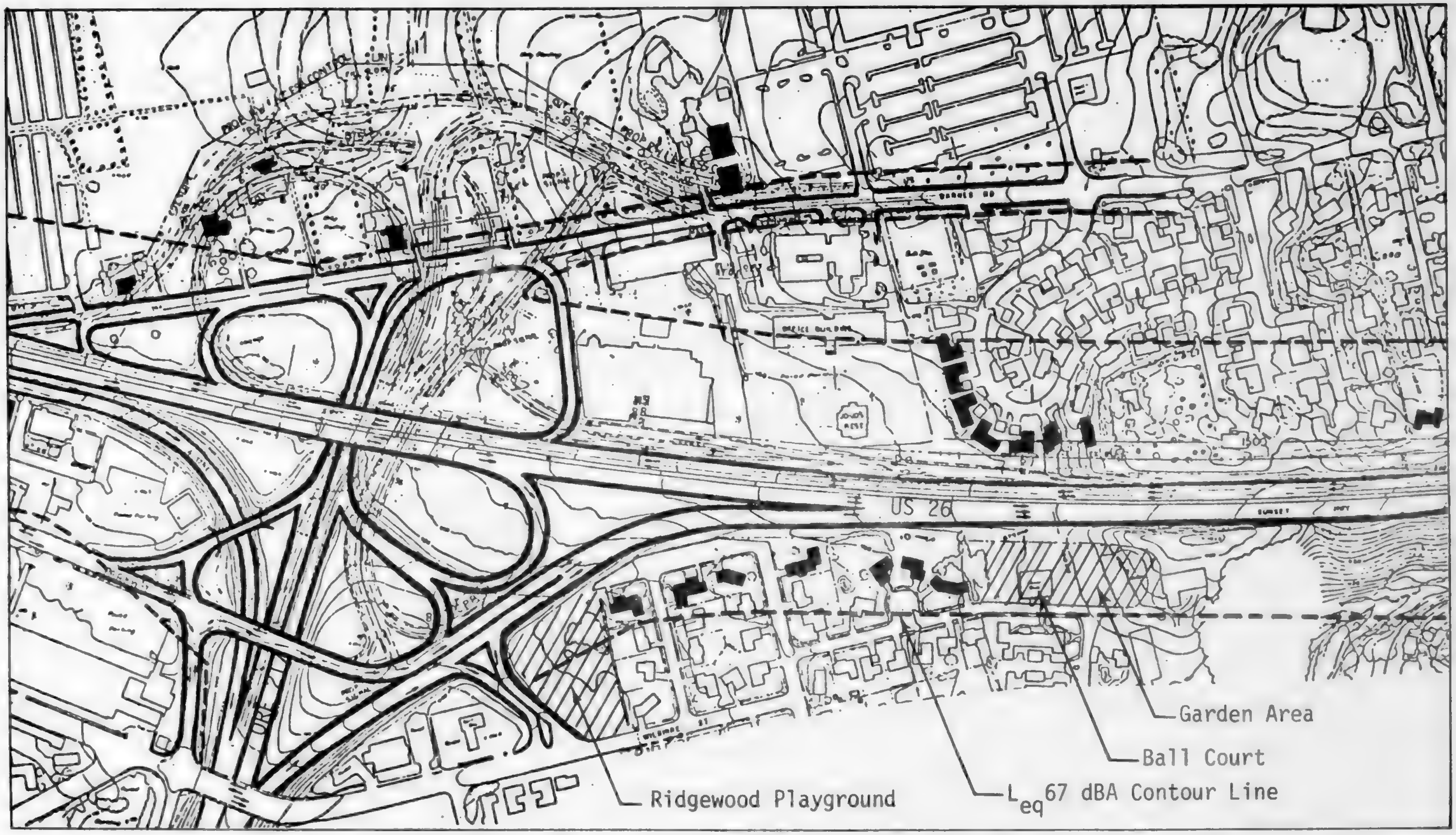
US 26
Garden Area
Ball Court
L_{eq}67 dBA Contour Line
Ridgewood Playground

Figure 12. No-Build Alternative L_{eq}67 dBA contour lines predicted for the year 2000. The contour lines show the maximum unshielded distances from the roadway which could be penetrated by highway noise levels in excess of L_{eq}67 dBA. Shaded structures are residences which are predicted to receive exterior noise levels above L_{eq}67 dBA and/or interior levels above L_{eq}52 dBA.

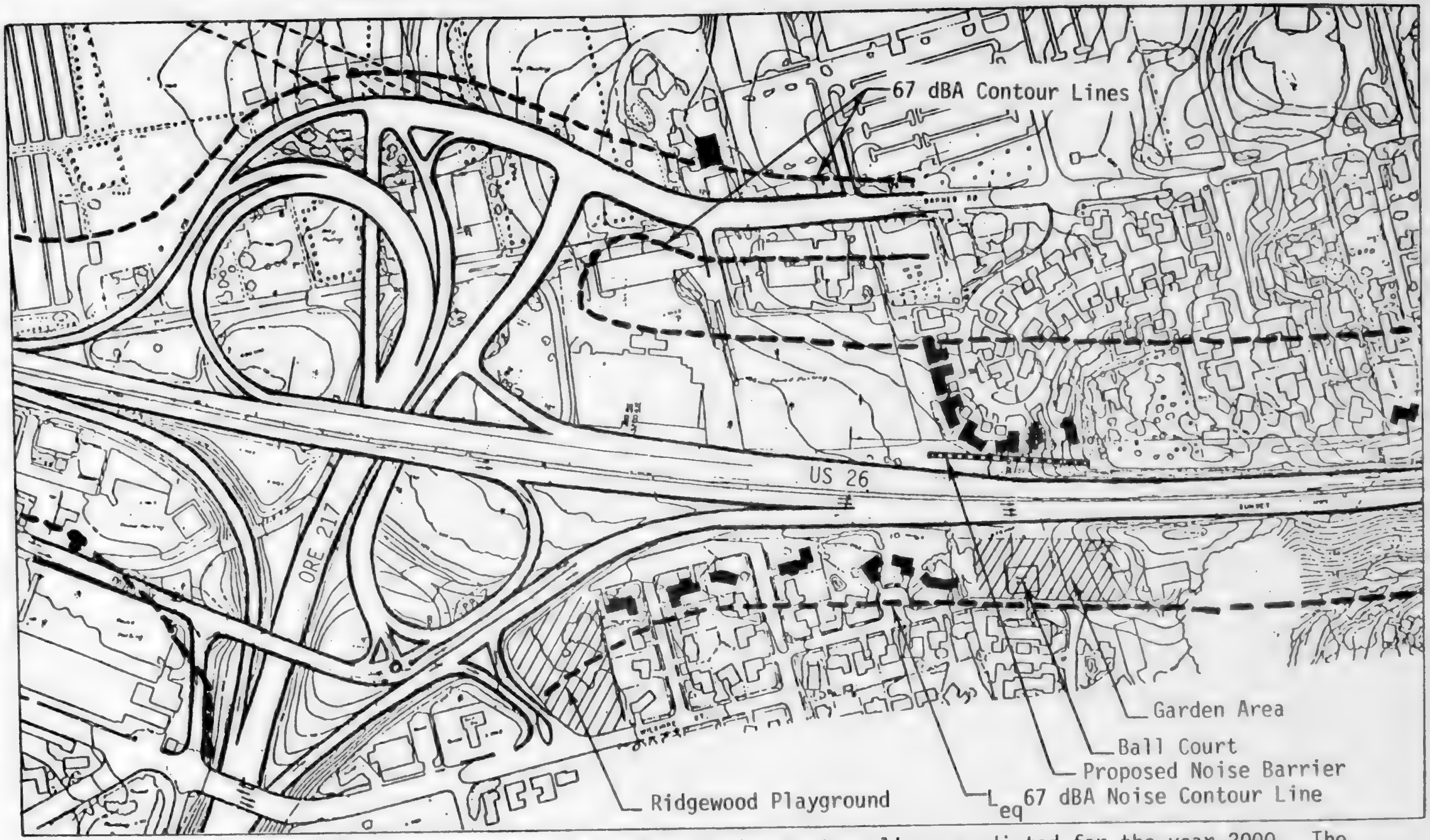
67 dBA Contour Lines
US 26
ORE 217
Garden Area
Ball Court
Proposed Noise Barrier
L_{eq}67 dBA Noise Contour Line
Ridgewood Playground

Figure 13. Build Alternatives 1 and 2 L_{eq}67 dBA noise contour lines predicted for the year 2000. The noise contour lines show the maximum unshielded distances from the roadway which could be penetrated by highway noise levels in excess of L_{eq}67 dBA. Shaded structures are residences which are predicted to receive exterior noise levels above L_{eq}67 dBA and/or interior levels above L_{eq}52 dBA. The proposed noise barrier, which would provide some reductions in noise levels for adjacent houses, is also shown.

into account. The shaded buildings in Figures 12 and 13 indicate properties where year 2000 noise levels would exceed the federal design noise level (L_{eq} = 67 dBA exterior or 52 dBA interior for residences), after taking existing shielding factors into account.

Although the project will expand the size of the area exposed to noise levels above L_{eq} 67 dBA, five residences in the project area will be removed by the build alternatives, with the result that fewer houses will be left to be impacted by the noise. Of the remaining residences, a house just west of the apartments west of St. Vincent Hospital will be the only additional residence exposed to interior noise levels above L_{eq} 52 dBA. This will occur because of the northward relocation of Barnes Road and the removal of one of the apartment units which presently helps to screen the house. In total, 21 houses under the No-Build and 16 houses (5 removed) under the selected project are predicted receive noise levels above the federal design noise level of L_{eq} 67 dBA.

Two commercial buildings in Cedar Hills Shopping Center, along eastbound US 26 are predicted to receive noise at the federal design noise level (L_{eq} dBA) under all alternatives, by the year 2000. No significant difference between the noise impacts of the No-Build or the build alternatives on these buildings is predicted.

Ridgewood Playground, a public recreation area owned by Tualatin Hills Park and Recreation District, and a community garden area and a basketball court owned by Sunset Presbyterian Church, are located along the south side of US 26, east of the project interchange. Noise measurements taken in October 1980, at the corner of the playground nearest US 26 showed noise levels ranging from L_{eq} 69 to 70 dBA. The noise level at the garden area and basketball court was L_{eq} 61 dBA.

Year 2000 noise predictions are the same for the No-Build and the Build Alternatives at these sites (L_{eq} 71 dBA). The 2 to 3 dBA increase is attributed entirely to the growth in traffic volumes predicted to occur regardless of the alternative chosen. Therefore a change in activities at the playground is not expected as a result of implementing the project. For this reason a draft Section 4(f) evaluation has not been prepared.

Mitigation of Traffic Noise Impacts

Several methods of noise abatement were investigated, including truck restrictions, speed limit reductions, exclusive lane designations, changes in highway grades and locations and construction of noise barriers. Of these, only the construction of one noise barrier was found to be cost effective. Of the possible noise barrier types and locations investigated, only a 440-foot berm and wall combination barrier along the residences between Monterey Place and US 26 is considered to be cost-effective (Figure 13). This will provide partial mitigation (2 to 9 dBA reductions from levels projected to be as high as 76 dBA). These seven affected houses will experience reduced highway noise levels as a result of the barrier, though the levels may still be in excess of the design noise level (L_{eq} 67 dBA) for some of them. This barrier is included in the selected project at a cost of $40,000, but will be subject to review as the West Side Transitway Study is completed. The transitway may affect the feasibility of the wall.

A noise barrier along the south side of US 26, east of the interchange (Figure 13), would have reduced noise levels 2 to 4 dBA at Ridgewood Playground, the garden area, the basketball court and at some of the residences in that area. The 1637-foot wall and the wall-berm combination studied were not considered to be cost effective, for the relatively small noise mitigation they would provide. Therefore neither is included in the project.

An exception to the federal design noise levels will be requested for all receptors for which there appear to be no reasonable means of achieving those levels.

Construction Noise

Construction noise may create temporary adverse noise impacts to receptors in the area, but specific noise sources are not expected to remain in any one location for extensive periods of time. The net noise levels resulting from proposed construction activities cannot accurately be predicted, though typical noise outputs of various types of equipment are available.

To miniminze the project construction noise impacts the following standard abatement measures will be included in the project construction specifications:

1. No constuction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10 p.m. and 6 a.m. on other days without the approval of the engineer.
2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer:

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.
2. Shut off idling equipment.
3. Schedule noisy construction operations near the middle of the day.
4. Notify nearby residents whenever extremely noisy work will be occurring.
5. Install permanent or portable acoustic barriers around stationary construction noise sources.

Local Responsibilities for Noise Control

Mitigation of highway noise impacts on any future land developments in the project area will be the responsibility of Washington County and the developer. Noise contours contained in this report will aid in determining where noise conflicts are likely to occur. Traffic noise from Barnes Road and the new interchange ramps should be considered during the development of the adjacent property. Future development west of the project along the Sunset Highway should also take traffic noise into consideration. If traffic noise is or will be a problem, the developer should be requested to solve the problem as a prerequisite to any approvals of building permits. Noise impacts can be mitigated by future developers through appropriate application of building setbacks, site design, sound barriers, and acoustical treatment of structures. Noise control should be a design and construction requirement for any new development.

Compliance with LCDC Goal #6

LCDC Goal 6 requires that new developments must not threaten to violate or violate applicable state or federal environmental quality statutes, rules, and standards. In the absence of an applicable State noise standard, for purposes of review with respect to LCDC coordination, a noise study report was prepared for this project in accordance with FHWA (Federal Highway Administration) FHPM 7-7-3. In doing this, the Federal noise requirements have been met.

AIR QUALITY

(Environmental Consequences)

The project is expected to affect vehicular emissions of pollutants as discussed below. The increased traffic speeds and reduced congestion possible under the selected project are predicted to allow slight reductions in carbon monoxide (CO) and hydrocarbon (HC) emissions to levels below those for the No-Build Alternative.

This project is in an air quality nonattainment area which has transportation control measures in the SIP (State Implementation Plan) which was conditionally approved by the Environmental Protection Agency on June 24,

1980. The FHWA has determined that both the transportation plan and the transportation improvement program conform to the SIP. The FHWA has determined that this project is included in the transportation improvement program for the Portland Urban Area. Therefore, pursuant to 23CFR 770, this project conforms to the SIP.

Critical Year Analysis

Traffic and emission factor data were analzed to determine which year(s) were most likely to have maximum emissions of the various pollutants in the project area. The years 1980, 1981, 1985, 1986, and 2005 showed peaks for one or more of the pollutants (CO, HC, NO_x, Lead). It was determined that 1980, 1985 and 2000 were the most representative years for the purposes of an overall emissions analysis. The best data were also available for these years.

Total Emission Analysis

To estimate the regional (mesoscale) impacts of the project on air quality, total emissions in tons per year were calculated for the years 1980, 1985 and 2000 for each pollutant (Table 5). These figures were obtained by analysis of traffic volumes and speeds, composite pollutant emission factors and the lengths of highway links involved in the project. The computer program, TOTAL, was used. The figures predict that the project will reduce pollutants below those projected for the No-Build Alternative.

Carbon Monoxide Impacts

Carbon monoxide (CO) concentrations measured at four sampling sites in the project area were used with existing and projected traffic data to calculate predicted concentrations at those sites and at the various sensitive pollutant receptors in the area (Table 6). The locations of the sampling sites, and sensitive receptors are shown in Figure 14.

At the present time (1980), only the residence located on the north side of the intersection of OR 217 with Barnes Road is predicted to be in violation of the National Ambient Air Quality Standard (NAAQS). Under the No-

TABLE 5

TOTAL EMISSION SUMMARY ALL FACILITIES

Project Alternatives	Study Year	Carbon Monoxide Tons/Yr	Carbon Monoxide Percent	Hyrdocarbons Tons/Yr	Hyrdocarbons Percent	Nitrogen Oxides Tons/Yr	Nitrogen Oxides Percent	Lead Tons/Yr	Lead Percent
No-Build Alternive	1980	2227.66	100.0	233.41	100.0	264.72	100.0	0.66	100.0
	1985	1838.59	82.5	168.72	72.3	252.44	95.4	0.48	72.4
	2000	824.69	37.0	73.30	31.4	214.04	80.9	0.26	39.1
Alternative 1	1980	2227.66	100.0	233.41	100.0	264.72	100.0	0.66	100.0
	1985	1665.31	74.8	153.55	65.8	232.70	87.9	0.44	66.4
	2000	728.49	32.7	64.23	27.5	203.30	76.8	0.24	37.0
Alternative 2, Modified (Selected)	1980	2227.66	100.0	233.41	100.0	264.72	100.0	0.66	100.0
	1985	1644.87	73.8	151.50	64.9	230.61	87.1	0.43	65.7
	2000	728.35	32.7	64.08	27.5	204.13	77.1	0.25	37.3

Percent shows each pollutant relative to the No-Build Alternative, 1980

TABLE 6

Predicted 8-hour Average CO Concentrations*

RECEPTOR	No-Build			Alternative 1		Alternative 2, Modified (Selected)	
	1980	1985	2000	1985	2000	1985	2000
1 Mo 5.8 4.7	3.0		4.7	3.0	4.6	3.0	
4 Monitor 4	7.8	7.6	2.7	5.7	3.7	5.5	3.7
5 Residence	4.2	3.9	2.5	3.1	1.8	3.0	1.8
6 Residence	5.9	4.9	2.9	4.5	2.4	4.1	2.3
7 Apartment	3.4	3.1	1.9	4.4	2.0	3.7	2.1
8 Residence	4.8	4.2	2.6	* *	* *	* *	* *
9 Residence	10.9	11.8	9.1	* *	* *	* *	* *
10 Park	3.9	3.6	2.2	3.0	1.5	2.9	1.5
11 Park	5.2	4.3	2.5	3.7	2.2	3.7	2.1
12 Church/ Preschool	4.3	3.7	2.2	3.3	1.8	3.2	1.7
13 Denny's	3.3	2.8	1.4	2.4	1.2	2.3	1.0
14 JoJo's	6.1	4.6	2.7	4.8	2.7	4.7	2.7

*Milligrams per cubic meter

**Residence removed by project

NOTE: CO concentrations include a 2 mg/m^3 background value for 1980. Future background values were linearly adjusted on the basis of reductions of total vehicular emissions.

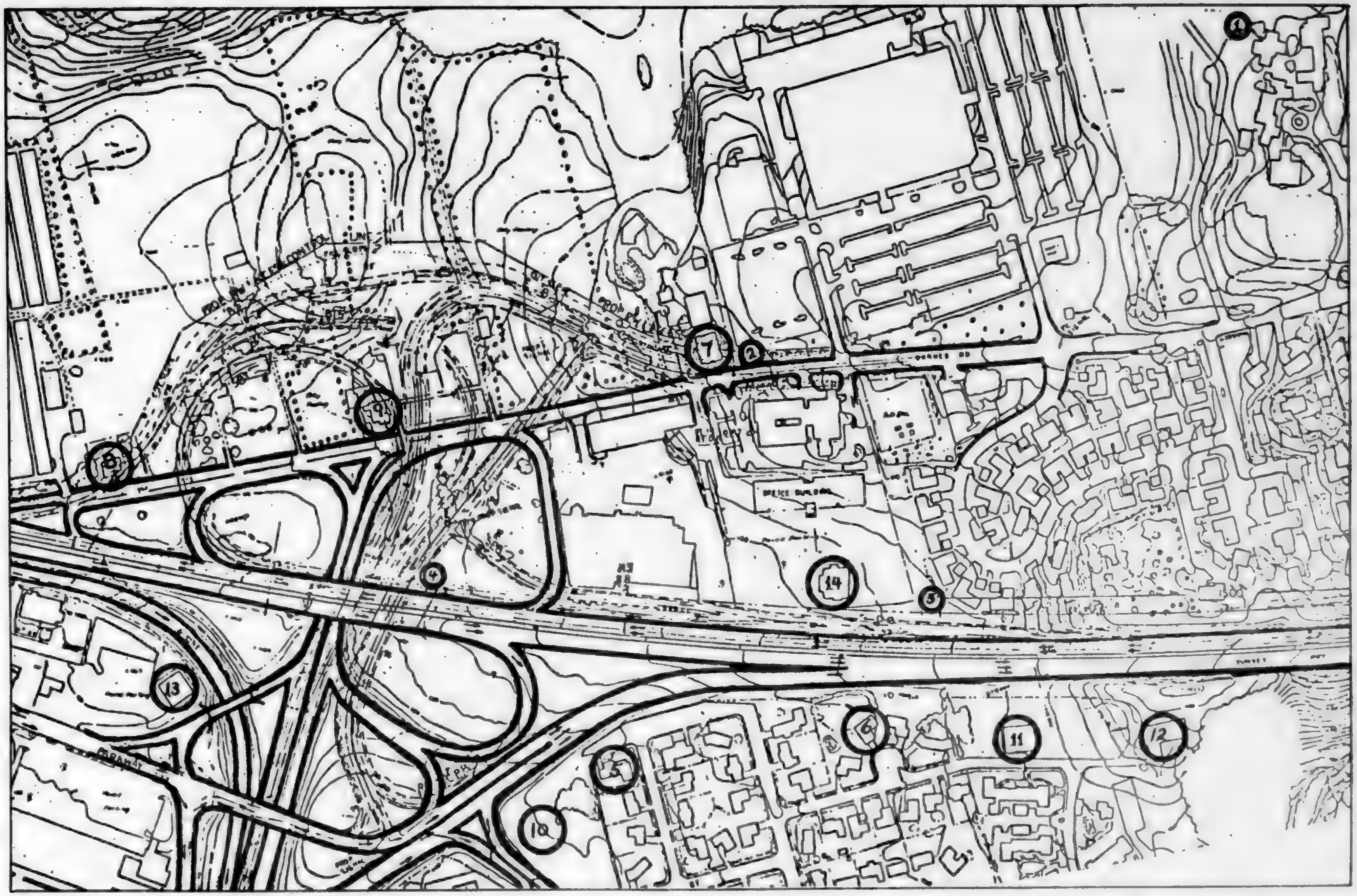

Figure 14. Carbon Monoxide monitoring sites (small circles) and sensitive pollutant receptors (larger circles) used for air quality modeling (Table 6).

Build Alternative, this residence is predicted to be impacted (in violation of the NAAQS) until 1995. The selected project will remove this residence. No other receptors are predicted to exceed the carbon monoxide standard in any future year.

The following sites are predicted to have higher CO concentrations under the proposed project than for the No-Build Alternative:

#2 - Monitoring Site 2
#4 - Monitoring Site 4
#7 - Apartment

Build Alternative #1 (no Barnes Road Extension) would have increased CO concentrations, over those for the No-Build, at receptors 2 and 7 by an additional 1.4 and 1.3 mg/m^3 of CO, respectively, in 1985, because of the realignment of Barnes Road. However, by 2000, the CO concentration would have been similar to the No-Build levels.

The selected project (with Barnes Road Extension) will have the opposite effect. It will produce slightly lower CO concentrations in 1985 than the No-Build Alternative would have, but by the year 2000, the relationship will reverse, and the project will produce slightly higher CO concentrations than the No-Build would. (5.1 versus 5.2 mg/m^3, respectively).

Monitoring Site #4 is located within the existing interchange and will be approximately on the edge of pavement of the new westbound off-ramp. This monitoring site does not qualify as a sensitive receptor since persons will not normally be expected to remain near the site long enough for significant exposure. The CO concentration at this receptor is predicted to be 1 mg/m^3 greater for the proposed project than for the No-Build Alternative in the year 2000.

In any case, the predicted carbon monoxide concentrations at all of the receptors near the project are expected to be well below the 8-hr. ambient standard.

The total project area CO emissions for all of the alternatives are predicted to decrease in the future. The improved traffic speeds coupled with lower vehicle emission rates will offset the adverse effect of increased traffic volumes on CO emissions. This will produce lower concentrations of carbon monoxide in the future. In the DEIS, all three alternatives were predicted to result in approximately the same decrease in total emissions (Table 5). CO emissions in the year 2000 will be decreased 73 to 77 percent of the 1980 emissions. No area-wide CO impacts were expected for any of the alternatives.

Reactive Hydrocarbon Impacts

As in the analysis of CO impacts, the reactive hydrocarbons emissions decrease in the future. Hydrocarbon emissions will decrease more under the proposed project than the No-Build Alternative, with 72% and 68% reductions (respectively) by the year 2000. Although no NAAQS exists for reactive hydrocarbon emissions, the reduction in emissions is important to controlling the formation of ozone.

Nitrogen Oxides Impacts

The nitrogen oxides emissions for the project area are predicted to decrease in the future, but not as much as CO and HC. By the year 2000, the reductions for the No-Build and Build Alternatives are predicted to be at 19 and 23% of the existing, respectively. No nitrogen oxides impacts are predicted for any of the alternatives.

Ozone Impacts

The formation of ozone is a complex chemical reaction. Reductions in reactive hydrocarbon concentrations have been found to decrease the rate of formation of ozone. The southeast area of Portland experiences the highest concentrations of ozone in the Portland area since ozone forms several miles from the location of precursors of ozone (reactive hydrocarbons and nitrogen oxides). Since emissions of these two pollutants are predicted to decrease in the project area in the future and since the project area is west of Portland in an area assumed to be cleaner than southeast Portland, no ozone increases are predicted.

Total Suspended Particulates (TSP) Impacts

TSP pollution has been found to be directly related to the vehicle miles traveled for a project area. Since the total vehicle miles traveled would increase for any of the alternatives, TSP is expected to increase in the immediate project vicinity. TSP is not expected to increase any more for the project than it would have under the No-Build Alternative.

According to the DEQ Annual Air Quality Report, 1979, 63% of the TSP is attributed to transportation activities. An estimate was made for the project area using the TSP levels at two DEQ sampling stations, one at the KOIN Transmitter Building and the other at the Beaverton City Library (Table 7). It is likely that the increase in traffic volume for all of the alternatives will result in TSP concentrations exceeding the NAAQS or in barely attaining them. The Beaverton station is presently recording TSP levels which violate the NAAQS and is probably more representative of conditions at the project site than is the KOIN site.

Lead Impacts

Lead emissions for the project area are expected to decrease in the future for all alternatives. No lead violations of the NAAQS have occurred in the project vicinity since 1976 and no lead impacts are expected.

Impacts at Cedar Hills Boulevard Interchange

The No-Build Alternative and Alternative 1 were predicted to produce slightly lower year 2000 concentrations of CO at the US 26/OR 217 Interchange than the selected project. This difference is the result of additional traffic which will feed into the interchange via Barnes Road Extension. At the same time, however, the project will result in less traffic and congestion at the Cedar Hills Boulevard Interchange, giving a corresponding overall reduction in CO emissions, compared to the No-Build and Alternative 1.

TABLE 7

ESTIMATED TSP CONCENTRATIONS (ug/m^3)

Alternative	Year	Geometric Mean*	2nd Highest 24 Hour*
No-Build	1979	46.9	210
	1980	50.0	223
	1985	57.0	255
	2000	61.0	274
Alternative 1	1980	50.0	223
	1985	55.0	246
	2000	60.0	265
Alternative 2, Modified (Selected)	1980	50.0	223
	1985	55.0	244
	2000	59.0	265

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* Average of KOIN-TV Station and Beaverton library station.

Construction Impacts

During construction, carbon monoxide and total suspended particulate emissions will increase because of increased congestion. To mitigate this condition, the time of maximum traffic disruption will be scheduled during the spring and summer months when weather conditions are more favorable to the dispersion of pollutants. Also, phased construction will be used to minimize traffic disruption. This will lessen the possibility of exceeding the CO standard.

To mitigate the possible TSP violations, dust control measures such as watering will be required to control dust generation.

Consistency With LCDC Goal #6

The project is consistent with local, state and federal air quality statutes, rules and standards, as required in LCDC Goal #6.

SOCIOECONOMICS

(Environmental Consequences)

Socioeconomic impacts usually occur as a secondary result of the direct impacts of a project. A project may cause direct changes in access, traffic patterns, safety, neighborhood continuity, noise, air quality, and land uses which in turn cause alterations in property values, commercial activity, residential suitability, population size and composition, neighborhood cohesion, social patterns, and property maintenance habits.

Neighborhood Characteristics

Under the No-Build Alternative, the existing difficulties of pedestrian and bicycle movement between the north and south sides of US 26 would have worsened as traffic increased. This would have continued the complete dependency on automobile use in this overloaded interchange and continued to inhibit casual communication among the local neighborhoods north and south of the interchange.

The proposed project will increase the ease and amounts of pedestrian and bicycle travel between neighborhoods north and south of US 26 by providing adequately protected sidewalks and signalized crossings on the local connector. There will be little direct impact on the characteristics of the existing neighborhoods.

Under any of the project alternatives, urban development of the 250 acres north and west of the project will change the setting from semi-rural to urban for existing bordering neighborhoods to the north. Characteristics of these neighborhoods will change accordingly, as they experience more traffic and a reduced atmosphere of privacy.

The net effects of future traffic patterns and visual impacts on neighborhood characteristics would not have differed greatly between the No-Build Alternative and Alternative 1.

Selected Alternative 2, Modified, will tend to increase the intensity of development northwest of the interchange because of the direct arterial access connection it will allow. This will probably increase the visual impacts on neighborhoods to the north. The new developments will generate significant amounts of traffic, but most of this traffic will travel directly to and from the interchange with minimal direct disturbance to the neighborhoods. Neighborhoods along 84th Avenue and Leahy Road will benefit from reduced traffic in the future as 112th Avenue and Barnes Road Extension become the preferred connections between US 26 and the neighborhoods to the north.

Property Acquisition and Relocation

Property required for right-of-way would have cost approximately $1,255,000 for Alternative 1. The estimated right-of-way cost for the proposed project is $1,107,000. Compensation will be negotiated at the time of acquisition and paid to the property owners from whom property or easement rights are acquired. Relocation assistance will also be available to occupants, including renters of any residences and businesses acquired as a result of the project. The section on land use and right-of-way gives further details. The project will remove five residential buildings. One of these is an apartment house with four units, occupied by eight to twelve persons. No significant changes in the immediate neighborhood are expected to result from the relocations; relocated residents will be able to resettle in the area if they wish. No minorities or handicapped persons are known to live in the affected residences. The Peterkort commercial horticultural operation will be reduced in size by the right-of-way acquisition. The company employs approximately 40 people, of which about half are women or minorities. The work force will probably be reduced by four or five people.

Impact on Property Tax Base

Acquisition of right-of-way for the project will have a minimal effect on the taxable property base of any of the tax districts in the area. Right-of-way acquired for Alternative 1 would have reduced the county tax base by $552,000 in assessed valuation, reducing tax collections at current rates by $10,500. The project will reduce the county tax base by $559,000 in assessed valuation, reducing tax collections at current rates by $10,600.

CULTURAL RESOURCES
(Environmental Consequences)

The absence of properties of historic or archeological significance in the project area make it very unlikely that the project will have any significant impacts on historic or archeological resources (See Appendix A). If in the course of construction such resources are discovered, standard procedures for determination of significance, and for any necessary archeological mitigation, will be followed.

GEOLOGY AND HYDROLOGY
(Environmental Consequences)

The project will have minimal geological and hydrological impacts. Erosive forces will be small since the project area straddles a flat ridge where runoff volumes and velocities are low.

The pavement added by the project minus the amounts of existing pavement removed will equal approximately 1.4 acres of additional water-impermeable surface. At the annual average rainfall of 40 inches, this will increase annual surface water runoff by approximately 4.7 acre feet -- an insignificant addition to the local drainages. The immediate project area is expected to contribute a total peak flow of 60 cfs (cubic feet per second) of surface runoff in a 50 year storm. Of this, 20 cfs will be directed south in the existing system and 40 cfs will be routed north to Johnson Creek.

Increasing traffic in the project area will contribute more roadway pollutants (oils, rubber particles, litter, grit). These will enter the drainage pipes which empty into streams and ditches. The project is not expected to cause any significant increases in roadway pollutants. Pollutant amounts will vary in proportion to the amounts of traffic which occur. The differences in the outputs of roadway pollutants among the project alternatives were determined not to be significant. Any changes in water quality caused by construction activities will be temporary and will occur during low water periods when erosion rates can be minimized.

Urban development of the area is likely to add significant amounts of impermeable surface to the area in the form of roofs, streets, and parking lots. Since the proposed project (Alternative 2, Modified) is likely to allow a greater increase in the intensity of urban development than Alternative 1, greater amounts of surface runoff can be expected as well. It is the responsibility of the County to insure that only developments with adequate runoff controls are approved.

The earthwork for the project will produce an excess of material. The proposed disposal area will be along the northerly margin of the project and at the proposed connection for Barnes Road Extension. This disposal will fill most of the site of the collapsed lava tube depression and its associated pressure ridge, burying this area of geological interest. The proposed construction of Barnes Road Extension will further obliterate this area.

The basaltic flow associated with the lava tube may pose difficulties in excavation for depressed travel ways and tunnels if these are added to the interchange later to accommodate transitway development. This may add to the costs of transitway construction.

VEGETATION AND HABITAT
(Environmental Consequences)

The project will not have significant direct impacts on vegetation or wildlife habitat. The U.S. Fish and Wildlife Service was contacted, as required under the Endangered Species Act, as amended. No listed or proposed Endangered Species are known to occur in the project area. Consequently, all requirements under the Endangered Species Act have been met. Portions of a commmercial holly planting and areas of domestic trees and shrubbery will be removed. This will cause a slight reduction in food sources and nesting areas for some wildlife.

Regardless of the project, urban development is expected to have significant long-term impacts on local vegetation and wildlife habitat. The higher intensity development likely to be associated with the selected project may cause greater impacts on vegetation and habitat. As urbanization proceeds, nesting, feeding, and shelter areas for wildlife will be reduced in area and continuity of population reservoirs will decrease accordingly.

This project will have no direct effects on any wetlands.

NATURAL RESOURCES AND ENERGY

(Environmental Consequences)

The project will not have significant impacts on any economically valuable natural resources located in the project area. Construction will require the direct consumption of energy and other natural resources for the extraction, processing, transport, and use of the necessary materials.

Fuel savings likely to occur as a result of the project are too small to meaningfully or accurately quantify. It is estimated that the reduced congestion expected will save fuel, but this saving will be counterbalanced by the increased distances traveled on the longer ramp connections. The elimination of the lane-changing section on westbound US 26 will probably improve the fuel efficiency of through traffic in the westbound lanes during the afternoon peak period by reducing congestion.

The project has been designed so that it can accommodate future mass transit improvements (westside transitway). This will make it possible to take advantage of any energy economies offered by mass transit in the future.

The proposed pedestrian and bicycle route between Barnes Road on the north and Cedar Hills Shopping Center on the south side of US 26 will allow non-motorized access between those points and reduce the need for local automobile trips.

The manufacture and placement of the basic construction materials for the project is estimated to require approximately $3.6\text{x}10^{11}$ BTU of energy (the equivalent of the energy contained in 2.9 million gallons of gasoline).

This estimate is based on the major items in the "Project Summary of Material Quantities", multiplied by the factors given in "Appendix A" of Energy and Transportation Systems, prepared by Caltrans (1978) for NCHRP, TRB.

Much of the area northwest of the project is presently de facto agricultural and forest land and contributes to the production of agricultural and forest resources. It also serves as visual open space, has scenic value, functions as an air and water shed and has recreational potential.

The proposed project will support expected changes in land use which will eventually reduce or eliminate most of the agricultural and forestry outputs of the property and limit the open space, air and water quality and recreational values of the area. These effects may be somewhat greater for the selected project than they might have been for Alternative 1 or the No-Build Alternative, but community needs for these values can be met with adequate local planning which recognizes those needs.

UTILITIES

(Environmental Consequences)

The project will affect underground telephone lines, sewer, gas, water and overhead electrical lines located within the project area. In several cases, the grades of underground lines will need to be adjusted and several existing utility and light poles will have to be relocated. Utilities presently using highway right-of-way under permit will be required to relocate at their own expense. Utilities using easements outside of the existing highway right-of-way will be compensated for relocation and adjustment costs.

SUMMARY OF MITIGATION MEASURES TO BE INCLUDED IN CONSTRUCTION CONTRACT

This FEIS makes commitments to implement certain environmental protection and impact mitigation measures. These are summarized and referenced below to ensure that they are provided for in the construction contract and plans.

DESIGN FEATURES

1. A wall and berm combination 4 to 6 feet high and approximately 440 feet long will be constructed to reduce traffic noise levels at houses on Monterey Place, along the north side of US 26 (see Figure 13). However, if plans to construct the west-side transitway along the north side of US 26 materialize, the wall will not be constructed and any noise mitigation in that area will be considered under the transitway project.

2. The completed interchange will be attractively landscaped with native trees, shrubs and ground cover which will require relatively little maintenance. Existing trees and shrubs should be retained where feasible.

CONSTRUCTION PROCEDURES

1. Construction noise abatement measures required for the project are listed on page 67.

2. Dust abatement measures such as sprinkling will be used when necessary to control pollution of air by particulates.

3. Phases of construction likely to be particularly disruptive to traffic flow will as much as possible be scheduled during spring and summer when weather conditions are most favorable to the dispersion of air pollutants.

4. Emergency vehicle access through the interchange will be maintained at all times.

5. If archaeological materials are discovered in the project site, standard procedures will be followed to determine their significance and the need to salvage the materials.

LIST OF PREPARERS

ODOT Personnel:

CRAIG MARKHAM - Regional Environmentalist. Researched, wrote, illustrated and edited the document, except as noted below. B.S., Biological Sciences; M.S., Zoology (Ecology). Has prepared highway environmental impact studies since 1973.

TIM H.THEX - P.E., Senior Acoustical Specialist. Prepared the Noise Study Report for the project. B.S., Mathematics; five years experience in civil engineering. Has worked in acoustics and air quality since 1978.

DWIGHT SMITH - Sociologist, MA, Sociology. Sociological researcher since 1975. Prepared Cultural Resources Report.

RONALD NOBLE - Senior Air Quality Specialist. B.S., Chemistry. Work in transportation air quality since 1978. One year experience in EIS preparation. Prepared Air Quality Report.

ROBERT J. HEARD - Project Coordinator. Arranged public involvement meetings and coordinated technical staff meetings; acted as a clearing house for communications concerning the project. Worked in highway construction, location and planning since 1960.

FHWA Personnel Responsible for Review of EIS:

PAUL V. RIEDL - Environmental Coordinator. B.S., Civil Engineering. 28 years BPR and FHWA, Field Engineer, Assistant Office Engineer, Area Engineer, FHWA Division Environmental Coordinator since 1978. Coordinated DEIS Review.

C. T. CHRISTIANSON - P.E., P.L.S., Program Management, Project Development. B.S. Civil Engineering. Work with FHWA since 1956, Project Engineer, Area Engineer.

RICHARD ARNOLD, - P.E., Environmental Coordinator, B.S., Civil Engineering, Project Engineer, Assistant Area Engineer, Regional Office Engineer, Planning Engineer with FHWA since 1960. Coordinated FEIS review.

AGENCY COORDINATION AND CITIZEN INVOLVEMENT

During the earlier project development, several alternative designs were devised and considered. Several committees participated in the project development process: the project Interdisciplinary Team made up of Oregon Department of Transportation technical staff; the project Technical Advisory Committee (TAC) made up of representatives from the Oregon Department of Transportation and other agencies concerned with the project; and a Citizen Advisory Committee (CAC) made up of interested citizens, residents, and business representatives from the project area.

These committees cooperated to produce the two build alternative concepts presented in the Draft Environmental Statement. The TAC was organized and held its first meeting in February 1980. The CAC, made up of volunteers from St. Vincent Hospital, Beaverton Area Chamber of Commerce, the Business Hotel Management Association, Cedar Hills Shopping Center Association, Community Planning Organizaton No. 1, Washington County and the Peterkort Development Corporation, began meeting in March 1980. By July 1980, the principal features of the project alternatives had been worked out among the committees. As more detailed design work proceeded, some technical modifications were made to improve the expected operational results and accommodate the westside transitway proposals which were being developed concurrently.

The Draft Environmental Impact Statement for this project was released for public review on June 3, 1981. During the ensuing month, ODOT staff presented the project alternatives in several meetings with local governments and organizations. A public meeting was held on June 24, and a public informational session was held on July 23, followed by a public hearing on the same date. There were also several articles in local and regional newspapers, explaining the project.

The following is a summary of the numbers of comments received at the hearing and during the comment period:

Item	Total	Build	Alt. #1	Alt. #2	No-Build	Other
Speakers	21	2	7	6	1	5
Hearing Cards	4	-	2	2	-	-
Petition Signatures	510	463	-	47	-	-
Letters	58	9	4	45	-	-
Postcards (all identical)	14	-	-	14	-	-
	607	474	13	114	1	5

Some people presented oral testimony, wrote letters and filled out hearing cards. Their preference was tabulated only once.

Several additional public involvement and agency coordination events occurred following the 23 July 1981 hearing and eventually lead to the adoption of Alternative 2, Modified:

29 July 81 - Citizens Advisory Committee Meeting
4 Aug. 81 - Presentation to Community Planning Organization #1
5 Aug. 81 - Technical Advisory Committee Meeting
12 Aug. 81 - Project Interdisciplinary Team Meeting
6 Oct. 81 - Washington County Commission Hearing.

AGENCY COMMENTS

Comments were received from state and federal agencies. Copies of agency comment letters with substantive comments on the DEIS are included on the following pages. Responses to those comments appear on the page following each letter. Letters which required no response are not included.

United States Department of the Interior

OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
500 N.E. Multnomah Street, Suite 1692, Portland, Oregon 97232

July 20, 1981

ER 81/1194

Dale E. Wilken
Federal Highway Administration
530 Center Street N.E.
Salem, Oregon 97301

Dear Mr. Wilken:

In response to your June 4, 1981 letter, we have reviewed the Draft Environmental Statement for the Beaverton-Tigard Highway Interchange, Sunset Highway (US 26).

Although the State Historic Preservation Officer (SHPO) has found that the procedures noted in 36 CFR 800 have been complied with, there still exists the remote possibility that a site may exist which, while it does not qualify for inclusion in the National Register, may be of State or local historic significance. Therefore, the statement that "...the project may go forward as planned." should be qualified.

Sincerely,

Charles S. Polityka

Charles S. Polityka
Regional Environmental Officer

**Advisory
Council On
Historic
Preservation**

1522 K Street, NW
Washington, DC 20005

Reply to:

Lake Plaza South, Suite 616
44 Union Boulevard
Lakewood, CO 80228

ENVIRONMENTAL SECTION
July 21, 1981

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walt Hart
Dale Wilken
R. N. Bothman
Ed Hardt
Jef Kaiser
Cliff Christianson

June 29, 1981

Mr. Dale E. Wilken
Federal Highway Administration
530 Center Street, N.E.
Salem, Oregon 97301

Dear Mr. Wilken:

Thank you for your request of June 4, 1981, for comments on the environmental statement for the Beaverton-Tigard Highway Interchange, Washington County, Oregon. Pursuant to Section 102(2)(c) of the National Environmental Policy Act of 1969 and the Council's regulations, "Protection of Historic and Cultural Properties" (36 CFR Part 800), we have determined that your draft environmental statement appears adequate concerening our area of interest, and we have no further comments at this time.

Sincerely,

B. E. Foley

Louis S. Wall
Acting
Chief, Western Division
of Project Review

Response to U.S. Department of the Interior Comment Letter:

A statement has been added to the cultural resources section to give assurance that if any historic or archaeological resources are discovered, standard procedures consistent with 36 CFR Part 800 for determination of significance and for any warranted salvage will be followed.

VICTOR ATIYEH
GOVERNOR

Department of Land Conservation and Development

1175 COURT STREET N.E., SALEM, OREGON 97310 PHONE (503) 378-4926

July 8, 1981

Ms. Kay Wilcox, A-95 Coordinator
Intergovernmental Relations Division
155 Cottage Street NE
Salem, OR 97310

PNRS 8106 4 380; Beaverton-Tigard Highway Interchange DEIS

Dear Kay,

We offer the following points for consideration in the preparation of the Final Environmental Impact Statement for the above listed project.

> Pages 57-62 provide substantial evidence that noise impacts have been considered for the No-Build and Build Alternatives. However, Table 4 on page 48 should reference this discussion on noise impacts since it is an identified discharge under Goal 6--Air, Water, Land. In addition, the analysis of the projects consistency with Goal 6 should discuss whether local, state, or federal statutes, rules or standards, if any, will be impacted by the project.

Please call (378-4098) if I can be of any assistance in addressing these comments.

Sincerely,

Jim Claypool

James H. Claypool
State/Federal Agency Coordinator

JHC:cp
6014A

Response to LCDC Comment Letter:

Pages 57-70 should have been referenced in Table 4 in the DEIS. This has been corrected in the FEIS.

Statements of consistency with local state and federal statutes, rules and standards were not included in the DEIS because they were covered in the Noise Study Report and were not likely to be of interest to most readers. Brief statements of consistency have been added to the noise and the air quality sections of the FEIS.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE , Salem, Oregon 97310
Phone Number: 378-3732

Management Services Div.
Dept. of Environmental Quality
RECEIVED
JUN 10 1981

PNRS STATE REVIEW

Project #: 8106 4 380

Return Date: 7-10-81

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

( ) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

Noise Pollution Control Section Comments: The Draft E.I.S. adequately described the project noise Impacts. The Department recommends the construction of the proposed noise barrier located northeast of the interchange. Unfortunately, other homes impacted by noise from the project were not recommended for noise mitigation. The Department recommends that these other homes receive noise mitigation.

Agency DEQ By Norman L [illegible]

Response to DEQ Comment:

The recommended noise barrier northeast of the project will be built if it becomes certain that it will not need to be removed by the transitway project. Based on all information received to date, other noise barriers are not considered to be practical.

CITIZEN COMMENTS

Citizen comments on the DEIS were extracted from the hearing testimony and letters received during the comment period. Responses to these comments appear below. Comments on the project design which were not directed at the project's environmental impacts are not included here. Responses to design-oriented questions are presented in the Project Hearing Study Report.

Land Use and Development

1. **COMMENT:** Quoting from the DEIS, "Construction of a Barnes Road Extension" would encourage greater development of land uses north and west of the interchange. The increased demands would mean more profitable leases and land sales. I'm really not sure it is a proper thing for the study to approach.

(Bob Hoffman)

RESPONSE: This is a statement of probable economic consequences of the project, and therefore, is an appropriate item of discussion in the EIS. This statement has been changed in the final EIS to make it clearer that this is a prediction of possible consequences rather than a statement that the impact is inevitable.

2. **COMMENT:** It is inappropriate to utilize different land use assumptions for Build Alternative 1 (P.O.D. #17) and Build Alternative 2 (Peterkort amendments).

(City of Beaverton)

RESPONSE: Different accessability and traffic patterns usually influence land development in different ways. The DEIS represented this by using different land use scenarios for the different access provided by each alternative.

Traffic predictions using POD #17 land use assumptions for Alternative 2, Modified, have been added to the FEIS. This allows a comparison of the alternatives on the assumption that only traffic patterns will change--not traffic generation.

An "increased traffic" scenario, using the maximum acceptable traffic volume which the project can handle, is also presented in the FEIS to illustrate the possible effects of increased development which is made more likely by Alternative 2. This will enable planners to estimate the levels of land use which are compatible with the traffic capacity of the interchange.

3. COMMENT: The assumption that Barnes Road Extension will necessarily lead to intensive commercial development is faulty. Development will be as prescribed by the zoning, regardless of the existence of street access to the east.

(David E. Dobak)

RESPONSE: Under present planning and zoning codes, improved access can make it easier to justify changes in the plan and zoning districts. This is not an assumption; rather, it is an observation of the results of many similar situations. Adherance to POD #17 under Alternative 2 would of course, allow the proposed interchange project to function better for a longer period of time.

4. COMMENT: I feel then that you should plan for the future growth as it is stated in existing documents and not encourage future growth, which is what you seem to be doing with Alternative 2.

(Berkeley Merchant)

RESPONSE: Alternative 2 provides the most desirable service for the existing POD #17. Encouragement of growth beyond that envisioned under POD #17 is not intended. Ironically, the construction of adequate facilities tends to invite overgrowth--beyond that intended in the plan. Therefore it is important that the intended plan is carried out and overgrowth is prohibited. It is the county's responsibility to control the growth which occurs around the project to ensure that the facility is not overloaded.

5. COMMENT: Alternative Number 2 is predicated on the scheme that has little or no validity and certainly no official standing. It is merely a notion of the Highway Division; they've chosen to accept the Peterkort project as an example of the most intense development possible. Consequently, the traffic projections are based on the densities of development that may or may not be permitted in the future. In doing so, ODOT has disregarded the existing POD #17 and the new comprehensive plan.

ODOT has also disregarded the possibility that eventual development may be much more dense than the proposed by the Peterkort development. Nobody knows. I request also since the Peterkort development has no standing that any reference to it be deleted from the Impact Statement and that your calculations not be based on that project.

(Ken Hampton)

RESPONSE: It is recognized that POD #17 is the existing plan for the area, as stated on page 22 of the DEIS. In the DEIS, traffic and land use projections for Alternative 2 were based on land use intensities used in the August 1980 plan amendments proposed by Peterkort Corporation. This was not done to sanction the Peterkort proposal, which was not adopted by the County.

Rather, it was done to show the possible consequences of providing a connection for Barnes Road Extension at the US 26/OR 217 Interchange. Since the Peterkort proposal assumed the construction of Alternative 2, it was a useful illustration. That is all it was.

The Peterkort proposal is not used as a traffic base in this FEIS. Instead, the traffic figures for all Alternatives are based on POD #17. In addition, the maximum acceptable traffic capacity of Alternative 2, Modified, is used as an "increased traffic" scenario. This gives two developmental scenarios. If the County holds development at POD #17 levels, the resulting traffic volumes will approximate those shown under POD #17. If the County approves any amendments which intensify development, the results may look more like those based on the maximum acceptable traffic scenario.

The fact remains, as pointed out in the above comment, that nobody knows exactly what will happen in the land use planning and development process. Only estimates of the most likely range of possibilities can be offered at this point.

6. COMMENT: The Draft Environmental Impact Statement does acknowledge that the plan for this area is POD #17, which does not include this extension of 217 [Barnes Road Extension], implied or otherwise. In fact, it specifically doesn't show any major arterial passing to the north of the intersection. It appears to me that the adoption of Alternative 2 not only opens up the possibility of that, but invites it. It invites it in a very direct way.

. . . it appears to me that Plan 2 is a case of overdevelopment which is stronger than the residents of this area want, as expressed by them in POD #17; it is encouraging a much heavier level of development than we're proposing for our own community.

I think Alternative 1 is responsive to the kind of development we want under POD # 17. Alternative 2 is responsive to the need of one developer and one landowner who happens to want something that the rest of us here maybe do not want.
(Ron Jamtgaard)

RESPONSE: Alternative 2 does make it possible for Barnes Road Extension to be an arterial route through the property northwest of the project interchange. It is the County's responsibility to determine whether Barnes Road Extension should actually be built and what its design would be. Since the County Commissioners have voted their preference for Alternative 2, Modified, it is logical to conclude that the County supports the concept of a Barnes Road Extension.

Although Alternative 2, Modified, does not mandate either the actual construction of Barnes Road Extension or the approval of development beyond the levels in the present plan (POD #17), it does provide significant leverage for arguments favoring them. Alternative 2, Modified, will reduce the transportation constraint on the area, but is not in itself "overdevelopment", since it is designed to provide optimum access for development consistent with POD #17.

Alternative 1 would have maintained a transportation restraint which might allow the development levels of POD #17 to occur, but with less economic advantage than under Alternative 2.

While Alternative 2, Modified, is clearly advantageous to the landowner north of the interchange, the possible construction of Barnes Road Extension could also provide local circulation of benefit to the general public north and west of the interchange.

7. COMMENT: It is totally inappropriate for a State report to include a veiled intent to encourage development.

(Harold Wik)

RESPONSE: The Draft EIS contains no intent to encourage development. It does document estimates of the project alternatives' possible impacts on development. While the primary (intended) effect of the project is to improve the interchange, it also affects land development and attempts to accommodate some expressed local desires. It was necessary to address these effects in the Draft EIS.

8. COMMENT: The Draft Impact Statement points out how stable and cohesive the existing neighborhoods are. Alternative 2 and the resultant intensified development would significantly and negatively impact those neighborhoods.

(Charlotte Corkran)

RESPONSE: The 50% residential turnover between 1960 and 1970 indicates moderate, typical stability for the area. As pointed out in the DEIS, page 35, it is not possible to make a conclusive statement on the future influence of new development in the area. Some kinds of development could increase community stability; others could virtually destroy it. This will require careful choices and good standards in the planning and development processes of the county.

9. COMMENT: Alternative 2 would also probably violate LCDC Goal Number 5 by intensifying development at the expense of badly needed open space in this area.

(Charlotte Corkran)

RESPONSE: Alternative 2, Modified, will not preclude the development or preservation of recreation facilities or open space in the area, and therefore does not in itself violate Goal 5. It is the County's responsibility to require adequate recreational and open space reserves.

10. **COMMENT:** The Draft Impact Statement states that Alternative 2 would attract more intensive development than Alternative 1. While I recognize the inevitability and even desirability of some development in that area, there is no need for more intense development than is provided in plan of development number 17. (Charlotte Corkran)

RESPONSE: It is true that other things being equal, greater access generally attracts greater development. It is the County's responsibility to plan the types and quantities of development for the area. The County Commissioners feel that Alternative 2, Modified, best serves county purposes--whether it is to serve development under POD #17 or any other changes which may occur in the plan in the future.

TRAFFIC AND SAFETY

11. **COMMENT:** The Barnes Road Extension scheme should really be called a 217 extension because exactly what it is will be a freeway continuing on to the west. (Ken Hampton)

RESPONSE: The design of Alternative 2 has been modified in order to make it clear that OR 217 does not continue north of US 26. The modified design requires a right-hand exit from northbound OR 217 to reach the proposed Barnes Road Extension.

12. **COMMENT:** . . . in various places in the EIS, the Barnes Road Extension is referred to as a road to serve undeveloped land to the west. In actuality, it's a construction of a missing link . . . between Highway 217 and 112th and realignment of existing section of Barnes Road west of 112th to provide the County with a continuation of an east-west arterial not only to serve this land but to serve traffic circulation to the west and to the north. (Buttke/Peterkort)

RESPONSE: Barnes Road Extension would serve both those purposes. The "missing link" concept has been added to the description of the Barnes Road Extension project, under "Related Projects" in the FEIS. "Undeveloped" has also been changed to "unurbanized" or "developable".

13. **COMMENT:** The DEIS States that the accident rate would be higher for Alternative 1. (Charlotte Corkran)

RESPONSE: The DEIS said that the accident rates would probably be less for the Build Alternatives than for the No-Build. No measurable difference between Alternative 1 and Alternative 2 was suggested. It is likely, however, that the addition of another intersection and the increase in traffic will give a greater accident rate for Alternative 2 than Alternative 1, but it is also probable that there will be a corresponding decrease in expected accident rates at Cedar Hills Boulevard interchange.

14. COMMENT: The 28,000 trips shown for Barnes Road Extension in the year 2000 for Alternative 2 are not added into the traffic figures for the interchange itself.

(Bob Hoffman)

RESPONSE: The 28,000 trips were included in the figures for the interchange. Because of differences in directional flows, the figures may not at first glance appear to add up, but they are in fact consistent. This figure has been reduced to POD #17 levels in the FEIS (24,400).

AIR QUALITY AND NOISE

15. COMMENT: The noise study seems beside the point. It measured noise levels at places that are already abused by the Sunset Highway and the interchange. It gave no consideration to the effect of extending the interchange several hundred yards to the north . . ..

(Robert Bowes Ross)

RESPONSE: Although residential areas directly north of the interchange may experience some increase in noise levels as a result of the project, these levels will remain below the L_{eq} 67 dBA design noise levels. Areas which receive noise levels below this are not normally considered for noise mitigation purposes. All areas receiving traffic-generated noise from the existing and proposed interchange were considered in the noise study.

16. COMMENT: The majority of the year finds Portland's weather coming from the west and southwest, which greatly enhances the noise effects on the neighborhood north of the interchange. Any tests which do not take this into account should be considered invalid.

(Robert Bowes Ross)

RESPONSE: Noise measurements must be taken at wind speeds lower than 10 mph in order to be valid and free of wind-generated noise. The effects of wind are not sufficient to direct significant traffic noise levels to the neighborhood to the north.

17. COMMENT: I have a concern about noise. I didn't see in the Environmental Impact Statement anywhere where you had taken noise samples directly to the north of the interchange. And because 217 is depressed on a north-south axis, I think it acts as a megaphone towards the north and I've never seen any samples, but it's very, very noisy north of the interchange. I'd like to see something done with that or just to find out if it is too noisy.

(Chris Thoms)

RESPONSE: Sufficient noise samples were taken in the area to develop the noise contours presented in the DEIS. These show that noise levels predicted in the neighborhoods north of the project would not exceed the federal design noise level (L_{eq} 67 dBA). It is very unlikely that additional field measurements would reveal any significant new information.

18. COMMENT: "It appears that air pollution and noise evaluations make no allowances for starting and stopping at traffic lights. The considerations are confined to freeway operations as nearly as I can make out."

(Bob Hoffman)

RESPONSE: The effects of stops and starts are factored into the air quality programs. The study appears to concentrate on the freeway operations because the greatest traffic volumes occur there. The resulting air pollution and noise from these sources tend to overshadow the other sources, which are in fact also considered. Noise levels under stop-and-go conditions are less than for higher speed conditions.

19. COMMENT: Evidently the proposed noise wall is going to have to be torn out in order to get the transitway in.

(Bob Hoffman)

RESPONSE: As stated in the draft EIS, the decision to construct the wall will be contingent upon the transitway plans as they develop. If it appears that the wall would be removed by the transitway, the wall will not be built, and the transitway project will assume the responsibility for mitigating noise impacts.

NATURAL FEATURES

20. COMMENT: Johnson Creek and its tributary streams are not intermittent, they do flow year around. They provide habitat for resident populations of fish, as well as kingfishers, beaver, muskrats, ducks, raccoons and many other species of wildlife not mentioned in the Draft Environmental Impact Statement, particularly semi-aquatic wildlife. There are no rare or endangered species here, true, but there are some very unusual species of wildlife to be found close to residential neighborhoods.

Cooper's hawk and pileated woodpecker would be some of those, whereas the Impact Statement seems to indicate moles and gophers as the predominant wildlife and I take exception to that.

(Charlotte Corkran)

RESPONSE: The text is changed in the FEIS to describe Johnson Creek as a year round stream.

The DEIS did not attempt to list all wildlife species represented in the vicinity. Only a few examples were given and the emphasis was placed on supportive habitat and its quality. The level of detail given in the DEIS was adequate, given the lack of direct impacts which would be imposed by the project. The text of the FEIS has been augmented somewhat, in response to this comment.

Major impacts on habitat and wildlife will occur as a consequence of land development in the area. These should be addressed in the land planning and development processes of the county. Public support for natural habitat during these processes will help ensure that those considerations are made.

21. **COMMENT:** Alternative 2 would violate a flood plain. Johnson Creek

(Harold Wik)

RESPONSE: Alternative 2, Modified will have no effect on the Johnson Creek floodplain. Barnes Road Extension, as presently conceived, would cross the Johnson Creek floodplain, but it is not part of the interchange project. The County would be responsible for preserving the integrity of the floodplain when they plan that project and consider proposals in that area.

22. **COMMENT:** Neither of the build alternatives reflects any consideration for preservation of the lava tube collapse feature and the adjacent pressure ridge. The lava tubes are listed in the CPO 1's inventory of cultural and historic preservations as a site which is possibly suited to preservation.

(Chris Thoms)

RESPONSE: The lava tube collapse feature is unfortunately in an area which cannot reasonably be avoided, if the interchange is to be properly redesigned with a minimum of adverse effects on the neighborhood to the north, about which concern has also been expressed.

OTHER COMMENTS

23. **COMMENT:** Both "build" alternatives are quite ambitious and costly. The DEIS analysis would benefit from the inclusion of a "low-cost" alternative as a basis for comparison.

(City of Beaverton)

RESPONSE: The inevitable involvement of large overcrossing structures and enlargement of ramp loops makes this an expensive project. "Low-cost" alternatives have been investigated in the past and would not be adequate to serve the projected traffic. They would also not be compatible with current transitway proposals.

24. **COMMENT:** Construction impacts are briefly referred to in the DEIS, but no mention is made of the construction detours that will be necessary, nor of their duration or effects on traffic flow and safety.

(David Dobak)

RESPONSE: Details of traffic handling during construction will not be available until completion of final design. Every effort will be made to maintain adequate traffic flows during construction.

LIST OF AGENCIES, ORGANIZATIONS AND OFFICIALS TO WHOM COPIES OF THE DEIS WERE SENT

FEDERAL

Federal Energy Administration
U.S. Department of Agriculture
U.S. Department of Housing and Urban Development
**U.S. Department of the Interior
Corps of Engineers
Environmental Protection Agency
Federal Activities EIS Filing Section
*U.S. Department of Commerce
U.S. Department of Energy (NEPA Affairs)

STATE

Executive Department, Intergovernmental Relations Division
Department of Agriculture
Department of Economic Development
Department of Energy
**Department of Environmental Quality
Department of Fish and Wildlife
Department of Forestry
Department of Geology and Mineral Industries
**Department of Land Conservation and Development
Department of Water Resources
Division of State Lands
Soil & Water Conservation Commission
*State Historic Preservation Office
State Parks Branch
Oregon State Library
Nancy Ryles, State Representative
Tom Hartung, State Senator

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*Agencies which commented on the DEIS, but required no written response.
**Agencies which commented on the DEIS and required responses provided in this FEIS.

COUNTY

- Metro (Metropolitan Service District)
- Tri-Met
- Multnomah County
  - Public Works Department
  - Planning Commission
  - Board of Commissioners
- Washington County
  - County Commissioners
  - Planning Commissioners
  - Public Works Department
  - Extension Service CPO Coordinator

CITY

- City of Portland
  - Public Works Department
  - Planning Commission
  - City Council

OTHER AGENCIES AND ORGANIZATIONS

- Beaverton School District #48-J
- Washington County Fire District #1
- Cedar Mill-Cedar Hills CPO #1
- Unified Sewerage Agency
- Wolf Creek Highway Water District
- Barnes Road Project Citizens' Advisory Committee
- Oregon Environmental Council

MEDIA

- Community Press Publications
- *The Oregonian*
- *Oregon Journal*
- *Valley Times*

APPENDIX

A. SHPO Letter

B. Relocation Assistance Information

C. Traffic LOS Definitions

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

February 3, 1981

In Reply Refer to
File No.:

PIETER DYKMAN
ENVIRONMENTAL SECTION
412 TRANSPORTATON BLDG
SALEM OR 97310

ATTN: Maxine Banks

Dear Pieter

RE: Beaverton-Tigard Highway
Sunset Interchange/Hwy 217 Interchange
Washington County

This letter is in response to the cultural resource survey carried out to assess impact of the above-mentioned project on historic and archeological sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern. If you have any questions, please call Leland Gilsen at 378-5023.

Sincerely,

D. W. Powers III
Deputy SHPO

DWP/LG:js

ACQUIRING LAND FOR HIGHWAYS AND PUBLIC PROJECTS

A description of the
Department of Transportation
land acquisition program

OREGON
DEPARTMENT
OF
TRANSPORTATION

When expanding or improving highway facilities in Oregon, the Department of Transportation has the task of acquiring rights-of-way. It is the aim and desire of the Department to obtain these necessary rights-of-way with fairness and equity to all.

The State is empowered to acquire private property for public use in order to provide the greatest good for the greatest number. With this power goes the obligation to protect the rights of the individual property owner. The Department of Transportation thus has a dual responsibility—recognition and protection of the individuals who are affected by acquisition of land and competent and efficient service to the public.

PUBLIC HEARINGS

Public hearings, when requested, are held during the location and design stages of a project. Such hearings afford each person or agency full opportunity for effective public participation to ensure that highway locations and designs are consistent with Federal, State, and local goals and objectives.

The first hearing is held after preliminary studies have been made on several possible corridor routes. The data gathered in the studies is presented at a "Corridor Hearing". During the course of the hearing, testimony from interested persons is recorded for study by Department of Transportation personnel and the Oregon Transportation Commission.

Upon selection of a corridor location by the Transportation Commission, a detailed survey within that corridor is made and a preliminary design plan developed for later presentation at a "Design Hearing". During the course of the survey, a Liaison Agent attempts to interview all property owners affected concerning the affect the proposed highway has on their ownerships.

The holding of "Design Hearings" provides all interested persons and public agencies an opportunity to present testimony for consideration of final highway design.

In an instance where a choice of corridors is not involved, such as in the case of an improvement project on an existing highway, a single "Combination Corridor - Design Hearing" may be held.

After all data and testimony have been studied, a final design is adopted by the Transportation Commission and the acquisition of necessary rights-of-way is authorized. The parcels of property needed for the improvement will be described, and the right-of-way acquisition activities can commence.

APPRAISAL PROCEDURE

Department of Transportation appraisal procedures, which are designed to protect both the property owner and the taxpayer's dollar, call for an appraisal of every parcel of right-of-way. These appraisals are performed by a staff appraiser, a professional fee appraiser, or both. When business and commercial properties are involved, more appraisers may be assigned. The property owner or his designated representative will be given an opportunity to accompany the appraiser during his inspection of the property.

The appraisers consider every indicator of value. Their differences in findings, if any, are studied and reconciled. The results are checked by the Department of Transportation Right of Way officials and then approved for acquisition.

This thoroughness, plus the busy work schedules of the professional fee appraisers, explains the occasional delays between the time of the appraisal and the arrival of the Right of Way Agent.

THE RIGHT OF WAY AGENT

The Right of Way Agent who calls on the property owner has studied the appraisal and can illustrate with maps and other data how the right-of-way will affect the property. The Agent has been authorized to recommend a price and obtain an option to purchase the property, which option is subject to approval of his supervisors and the Oregon Transportation Commission. It should be noted that the Agent is unable, under the procedures governing him, to engage in "horse trading"; he is confined to those monetary values indicated by appraisal.

It is desirable to complete acquisition and transfer as soon as possible, but not at the expense of the owner's thoughtful consideration of the State's proposal.

MARKET VALUE

Before the initiation of negotiations for real property, the Department of Transportation will establish an amount which is believed to be just compensation and will make a prompt offer to acquire the property for the full amount so established. In no event will the amount be less than the approved appraisal of the fair cash market value of the property. Fair cash market value may be defined as the price a willing buyer would pay for a property offered by a willir seller with neither party having any obligation either buy or sell. This is known as the "will buyer - willing seller" concept and is the bas for "market value".

In instances in which only a portion of a property is to be acquired, the compensation [illegible] on either the value of the land taken and dam [illegible] the remainder, if any, or the "before-and-after" method. This means that the owner's loss is equal to the difference in the market value of his property before the State's acquisition and its market value immediately thereafter.

Any decrease or increase in the fair cash market value of the real property prior to the date of valuation caused by the public improvement for which the property is acquired, or by the likelihood that the property would be acquired for such improvemen other than that due to physical deterioration wit the reasonable control of the owner, will disregarded in determining the compensation for t property.

Property damage payments, under Orego law, can be made only to those persons whos property is actually purchased or used by th Department of Transportation.

MOVING IMPROVEMENTS

The law states that the property owner is entitle to money for his property; however, if he wishes t have his house or buildings moved, this may [illegible] provided certain conditions are met.

The property owner must agree to such a mov and the total cost to the State must be less than a ca purchase.

The property owner must make his o arrangements for moving the building. The State is able to undertake the work nor to contract the w for the owner.

PAYMENT

An understanding of the processing of a signe agreement and the payment by check will allevia some of the concern about a seemingly delaye payment.

The option agreement must be approved by t Oregon Transportation Commission. After approv has been received, the property owner is notified acceptance and conveyance of the title and payment may proceed. No payment of State funds may be made until a warranty deed conveying clear title has been recorded in the appropriate County records.

Any encumbrances to the title, such as unpaid taxes, assessments, mortgages, outstanding leases, or the like, must be cleared by releases prior to preparation of a voucher. At the time the deed is available for recording, a voucher is prepared and forwarded to the Highway Division Controller for preparation of a check in payment for the property. Under normal circumstances, in which no cloud obscures the title, about four weeks elapse between the time a deed is received from the property owner and the time a check is mailed to him.

In the event the property owner is unable to convey and clear title satisfactorily to the State, or in the event the State and the property owner cannot reach a mutually-satisfactory agreement, a condemnation action will be filed and the amount established by the State as just compensation will e deposited with the court for distribution in cordance with the order of the court.

POSSESSION

At the time negotiations begin with a property owner, all tenants on the property as well as the owner will be notified in writing that it is the intent of the Department of Transportation to acquire the property and give the requirements for relocation benefits.

No person lawfully occupying real property shall be required to move from his home, farm or business without at least 90 days' written notice. The displacee will be notified 30 or more days prior to the date the property must be vacated. The 30-day notice will not be given until the property owner has been paid for his property.

The Department is aware of the need of a reasonable time for relocation. If a property is not needed for several months, continued occupancy may be permitted at a reasonable rental through the Regional Property Agent.

EMINENT DOMAIN

The property owner need not accept the State's offer or enter into an agreement he feels to be unfair. A refusal is simply a case of disagreement between the two parties on the value of the property. The Department of Transportation, in the expenditure of public funds, is restricted to competent appraisals in ascertaining fair cash market value.

The Department is ready and willing to reconsider its position in light of any new evidence of value presented by the owner, including a documented professional appraisal procured by the owner.

Only in the event the parties are unable to agree as to the compensation to be paid, or the owner cannot clear title, will a condemnation suit be filed. Time for an extended discussion on some projects may not be available if the State and the highway users are to avoid the loss of considerable money due to any delay in a project. Discussions can, of course, continue even after a suit is filed. The filing of the suit permits the State, under Oregon law, to authorize the contractor to enter on the property.

RIGHT OF WAY OFFICES

For the service and convenience of those affected by highway activities, the Oregon Department of Transportation maintains fully staffed Regional Right of Way Offices at the following locations:

5821 NE Glisan Street
Portland 97213
Telephone No.
238-8215

9200 McLoughlin Blvd.
Milwaukie 97202
Telephone No.
653-3113

2960 State Street
Salem 97310
Telephone No.
378-2641

1058 W. Harvard
Roseburg 97470
Telephone No.
672-6755

North The Dalles-
California Highway
Bend 97701
Telephone No.
382-1911

2111 Adams Street
La Grande 97850
Telephone No.
963-8446

Persons having questions concerning right-of-way matters are encouraged to contact the nearest Regional Office.

QUESTIONS AND ANSWERS

ACQUISITION

1. What authority does the Right of Way Agent have in acquiring the property?

   The Agent has authority to attempt to agree as to price and to submit his recommendation for presentation to the Oregon Transportation Commission.

2. Can the Right of Way Agent make a formal offer for the property?

   No, he cannot. Only the Transportation Commission or its designated representative has authority to make an offer. The Agent may recommend a price for the necessary parcel.

3. Is earnest money received if an option is signed?

   No. If the option is accepted by the Commission, the amount involved is mailed after the processing of the option.

4. What courses does the property owner have if negotiations fail?

   He has the right to have a jury hear the case and make an award.

PAYMENT

1. Who prepares the deed and clears the title?

   The Salem Right of Way Office of the Department of Transportation prepares and records most of the documents necessary to convey clear title; however, it is the property owner's obligation to secure signatures on any documents which may be necessary to provide clear title.

   The State orders and pays for title insurance unless other arrangements are made.

2. How does the property owner know the State will fulfill its obligation?

   The option approved by the Transportation Commission remains a binding contract even after the deed is signed. The State is bound by this agreement as to its own obligations; and, by the same token, it cannot exceed the authority contained therein.

3. Can the property owner rent or buy buildings?

   Unless other specific arrangements are made, buildings will be sold at public auction after proper notification in the newspapers. All sales and rentals are handled by the Regional Property Agent.

CONSTRUCTION FEATURES

1. Why is new right-of-way necessary? Why ca the present highway be rebuilt?

   The standards of the new Federal highways, as established by the State and Federal Highway Administration, are such t rebuilding many of the present highways to m these standards is not economically sound. addition, most of these existing highways will needed to assist the freeways in carrying heavy volume of traffic. In some cases, present improved highway is to be used as two the four lanes of the new freeway.

2. Who determines the necessity, location, w of rights-of-way, access control, and sched of construction for new State highways public projects?

   The Oregon Transportation Commiss upon recommendation of the Administra and State Highway Engineer, and the Fede Highway Administration when required.

VALUE

1. How does the State arrive at the value the property?

   Real estate appraisals are prepared submitted by staff or fee appraisers, or bo

   A staff appraisal is one which is prepa by an employee of the Department Transportation who is qualified by educati training, and experience to make prope appraisals.

   A fee appraisal is one prepared by professional appraiser who is employed fo particular job. He is not a State employ but an independent appraiser whose servi are generally available to anyone wishing retain him.

2. How about the appraiser the property ow hires?

   The Department will gladly examine w open mind the appraisal prepared for owner. If it is a fully-documented appra the State review staff is authorized to giv the same consideration as those prepared the State.

Rev. 12-77

MOVING BECAUSE OF THE HIGHWAY OR PUBLIC PROJECTS?

A DESCRIPTION OF THE
OREGON DEPARTMENT OF TRANSPORTATION'S
RELOCATION ASSISTANCE
PROGRAM

Department of Transportation policy requires that no family or individual will be required to vacate any dwelling until such displacee has found or been offered adequate replacement housing.

All replacement housing offered will be fair housing open to all persons regardless of race, color, religion, sex, or national origin. Fair housing will be available to all affected persons regardless of race, color, religion, sex, or national origin.

Federal Department of Transportation Order No. 5620.1 sets forth the same requirement for Federally-assisted projects.

Relocation legislation, because of its wide scope, is somewhat complicated and difficult to read and interpret. For the benefit of those who are affected by the Department of Transportation property acquisitions, this leaflet summarizes the principal provisions of relocation services and benefits. However, persons reading this leaflet are urged not to form advance opinions as to the benefits and amounts to which they may be entitled. The right of way agent assigned to purchase a property will have detailed information for displaced persons.

OREGON DEPARTMENT OF TRANSPORTATION

Public Law 91-646, Title II, Section 216, states as follows: "No payment received under this title" (relocation payments) "shall be considered as income for the purposes of the Internal Revenue Code of 1954; or for the purpose of determining the eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other Federal Law."

RELOCATION SERVICES

The Department of Transportation maintains fully-staffed regional right of way offices in the following locations:

3821 NE Glisan Street
Portland 97213
Telephone No.
238-8215

9200 McLougin Blvd.
Portland 97202
Telephone No.
653-3113

2960 State Street
Salem 97310
Telephone No.
378-2641

1058 W. Harvard
Roseburg 97470
Telephone No.
672-6755

North The Dalles-
California Highway
Bend 97701
Telephone No.
382-1911

2111 Adams Street
La Grande 97850
Telephone No.

963-8446

These offices maintain current lists of replacement dwellings, businesses, and farms for displaced persons, as well as current data on required deposits for utilities, closing costs, typical down payments, interest rates, and FHA and VA requirements and information. The offices also have maps showing the location of schools, parks, playgrounds, and shopping areas. Public transportation routes are shown and schedules and fare information is available. An experienced right of way agent is available to aid displaced persons to the fullest extent. Right of way agents do not expect and will not accept any fee for any service rendered.

ELIGIBILITY

It is most important to note that eligibility to receive any of the following benefits is not complete until the affected property has been purchased by the State.

GENERAL MOVING EXPENSES

Service charges for reconnecting utilities are reimbursable, except under "Schedule Move Procedures".

INDIVIDUAL AND FAMILY MOVING EXPENSES

Any individual or family displaced by a Department of Transportation project is entitled to receive a payment for reasonable expenses of moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site.

In order to obtain a moving expense payment, a displaced person must file, within 18 months after moving, a written claim with the Department of Transportation on a form provided for that purpose. In some cases, where it is to the benefit of the displaced person, a written arrangement with the Department of Transportation will allow the displaced person to present an unpaid commercial moving bill and the Department of Transportation will make payment directly to the mover. Residential moving costs may also be claimed according to a set schedule based upon the number of rooms of furniture to be moved.

RESIDENTIAL MOVING SCHEDULE

Unfurnished
[Relocatee owns furniture]

$ 60 [1 rm]
$120 [2 rm]
$180 [3 rm]
$240 [4 rm]
$300 [5 rm]
Five or more rooms – $300

Furnished
[Relocatee does not own furniture]

$20 per room up to a maximum of $300

MOBILE-HOME MOVING SCHEDULE

[Based upon total floor area]

Amount of Payment	Square Foot Area
$100	Up to 200 sq. ft.
$200	201 sq. ft. – 600 sq. ft.
$300	More than 600 sq. ft.

In addition to the moving payment based on a room count or mobile home square-foot area, a dislocation allowance of $200 will be paid.

BUSINESS, FARM & NONPROFIT ORGANIZATION MOVING EXPENSES

Displaced businesses, farm operations an nonprofit organizations are entitled to receive actua reasonable moving expenses for moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site. The actu d reasonable cost of searching for a replacement b may be claimed up to $500 for a farm or busines d up to $100 for advertising sign companies. Such payments must be supported by receipted bills or other evidence of expenses incurred.

As an alternate moving expense procedure, in the case of a self move, the business, farm operation or nonprofit organization may be paid an amount not to exceed the lower of two estimates secured by the Department of Transportation from competent moving companies.

Under certain conditions, businesses, farms, an nonprofit organizations may receive payments for dire losses of tangible personal property resulting from t necessity to relocate.

In lieu of moving expense payments, a displaced or discontinued business or farm operation, except advertising sign owners, may, under certain conditions, elect to receive an amount equal to the average annual net earnings of the business or farm operation during the two tax years immediately preceding the year in which such business or farm operation is displaced. The payment cannot exceed $10,000 and will not be less than $2,500. Those who choose the "in lieu" payment are not eligible for any other relocation benefit payment.

STORAGE OF PERSONAL PROPERTY

Occasionally, unusual circumstances may make the storage of personal property mutually beneficial to the displaced owner and the State. The cost of such storag may qualify for a payment in addition to the actua moving expense payments. It should be clearly understood that those dislocatees accepting the schedule or in lieu moving expense payment are not eligible to receive the storage expense benefit. This additional benefit requires the written approval from the Department of Transportation and may not exceed twelve months.

REPLACEMENT HOUSING

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 180 days or more

1970 RELOCATION ACT – MONETARY BENEFITS

RESIDENTIAL				BUSINESS & FARM	
Owner-occupant of 180 days or more prior to initiation of negotiations for the parcel.		Owner-occupant of 90 days or more but less than 180 days and tenant-occupants of 90 days or more occupancy prior to initiation of negotiations for the parcel.		Owner-occupants and tenant-occupants entitled to same benefits. Must occupy at initiation of negotiations for the parcel.	
Housing Additive	$15,000 maximum	Rent Supplement	$4,000 maximum	Actual reasonable moving costs	Actual
Including		Or		Or	
Costs incidental to purchase of replacement dwelling		Down payment benefit and costs incidental to purchase of replacement dwelling	$4,000 maximum	Negotiated moving cost payment not to exceed lower of two estimates secured by agency	No more than low estimate
And Including		Plus		Plus	
Increased interest cost on replacement dwelling		Actual reasonable moving costs	Actual	Tangible personal property loss due to relocation	Actual value or estimated cost to move, whichever is lower
or		Or		Plus	
Rent Supplement	$4,000 maximum	Moving costs based upon schedule	$500 maximum	Reasonable cost of search for new site	$500 maximum $100 maximum for sign companies
Plus		Or		Plus	
Actual reasonable moving costs	Actual	Storage of personal property up to twelve months, if necessary	Actual	Storage of personal property up to twelve months, when necessary	Actual
Or				Or	
Moving costs based upon schedule	$500 maximum			Payment "in lieu" of all other benefits–requires approval of agency	Average of net earnings for two years prior to year of relocation $2,500 minimum $10,000 maximum
Or					
Storage of personal property up to twelve months, when necessary	Actual				

81-734-3772

immediately prior to the initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $15,000.

The replacement housing payment is the amount, if any, when added to the amount for which the State acquired his dwelling, equals the actual cost which the owner is required to pay for a decent, safe and sanitary replacement dwelling or the amount determined by the State as necessary to purchase a comparable dwelling, whichever is less. Also, to compensate the owner for increased interest costs he is required to pay for financing the replacement dwelling and for the actual closing costs incidental to the purchase of replacement housing.

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 90 days or more but less than 180 days or a tenant-occupant of 90 days or more immediately prior to initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $4,000. This payment is the amount necessary to make a down payment on the purchase of a replacement dwelling and to reimburse the relocatee for the actual closing costs incidental to the purchase of the replacement dwelling. Necessary deposits for taxes and insurance are not considered as closing costs. In those cases where an owner-occupant of 90 days or more but less than 180 days or the tenant-occupant of 90 days or more chooses to rent instead of purchasing a replacement dwelling, he may, under certain conditions, become eligible for a payment up to $4,000 to enable him to rent a decent, safe and sanitary replacement dwelling.

The rent payment is the increase in rent necessary to rent a comparable dwelling for 48 months or the amount determined by the State as necessary to rent a comparable dwelling for 48 months, whichever is less.

To be eligible for these benefits, the displaced occupant must occupy a decent, safe and sanitary replacement dwelling within one year subsequent to the required date of displacement from the dwelling unit acquired by the Department of Transportation.

Claims for housing additives and rent supplements must be made in writing on a Department of Transportation form supplied for this purpose and must be filed with the Department of Transportation no later than 18 months after the date of displacement or six months after final adjudication of a condemnation case.

Before payments for any replacement dwelling benefits can be made, the replacement dwelling must be checked by Department of Transportation personnel to ascertain that it meets the decent, safe and sanitary standards established by the Federal Department of

Transportation. We advise that you have this determination made prior to making a commitment to rent or buy. Please understand that the replacement dwelling decent, safe and sanitary inspection that will be conducted by agency personnel is for the sole purpose of determining a relocatee's eligibility for a relocation payment.

POSSESSION

No person lawfully occupying real property shall be required to move from his home, farm or business location without at least 90 days' written notice.

The displacee will be notified 30 or more days prior to the date the property must be vacated. The 30-day notice will not be given until the property owner has been paid for his property.

APPEALS

Any relocatee who is dissatisfied with any ruling on his eligibility or claim for any relocation benefit payment shall have the right of appeal. Appeal forms can be secured from the right of way agent who is handling the property acquisition. The Chief Administrative Officer of the Department of Transportation has delegated his review authority to a two-member board. Appeals must be filed with the board within 90 days after the State acts on a claim or denies eligibility for a benefit.

Any person making such an appeal will be given full opportunity to be heard at an appeal hearing arranged to examine his complaint. A prompt decision will be provided giving reasons in support of the result reached. The decision by the board will be considered as final.

RIGHT OF WAY AGENT

Relocatees will be given detailed information regarding their eligibility and possible benefits by the right of way agent assigned to acquire the property.

Rev. 5-78

Levels of Service for Arterial Streets

Level of Service "A" - Relatively free flow, some stops will occur. Average speed above 30 mph. Volume/Service Level E Capacity ratio 0.60.

Level of Service "B" - Stable flow, reasonable delays. Average speed 25 - 30 mph. Volume/Service Level E Capacity ratio 0.70.

Level of Service "C" - Design capacity, stable flow, acceptable delays. Average speed 20 - 25 mph. Volume/Service Level E Capacity ratio 0.80.

Level of Service "D" - Approaching unstable flow, delays tolerable. Average speed approximately 15 mph. Volume/Service Level E Capacity ratio 0.90.

Level of Service "E" - Unstable flow, congestion not due to backups ahead. Average speed approximately 15 mph. Volume/Service Level E Capacity ratio 1.0

Level of Service "F" - Forced flow, jammed stop-and-go conditions. Average speed less than 15 mph.

Note: As defined by the 1965 Highway Capacity Manual, Highway Research Board.

Levels of Service for Intersections

Level of Service	Type of Flow	Delay	Maneuverability
A	Free Flow	No vehicle waits longer than one red indication.	Turning movements are easily made, and nearly all drivers find freedom of operation.
B	Stable Flow	The number of vehicles waiting through one red indication is increased.	Many drivers begin to feel somewhat restricted within groups of vehicles.
C (Desired Design Level)	Stable Flow	Occasionally vehicles may have to wait through more than one red indication.	Backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D (Acceptable Peak Hour Level)	Approaching Unstable Flow	Delays may be substantial during short periods, but excessive backups do not occur.	Maneuverability is severely limited during short periods due to temporary backups.
E (Capacity)	Unstable Flow	Delay may be great-up to several signal cycles.	There are typically long queues of vehicles waiting upstream of the intersection.
F	Forced	Excessive delay.	Jammed conditions. Backups from other locations may restrict or prevent movement of vehicles at the intersection under consideration.

Source: Highway Research Board, 1965.

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U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-27-2(5)
Beaverton-Tigard Interchange
Sunset Highway

Date: April 14, 1982

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The review copy of the FEIS has been reviewed by the FHWA Region Office. The following comments should be reflected in the FEIS prior to distribution:

> Page 32, "Socio-economics" - We note the document refers to data from the 1970 census. According to Portland State University (PSU), Urban Studies, 1980 census data for population and housing has been available since mid-1981. Attached is a list of 59 items illustrating what is available. Also, information pertaining to families and households has been available since mid-February 1982. Economic and Social Characteristics data will be available approximately mid-June 1982. However, PSU has made spot census on numerous traits and has information that applies between 1970 and 1980.
>
> Since census tracts 301 and 302 inhabitants are immediately involved with this interchange, does the up-to-date data change the degree of impacts created by this proposal?
>
> Details on the 1980 census data may be obtained at Urban Studies, Room 188, Cramer Hall, Portland State University. The telephone number is 229-3922.

RECEIVED
TECHNICAL SERVICES
APR 20 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

for Dale E. Wilken

Attachments (to G A Potter)
Appendix A, 1980
1980 Census Tracts/Metro

cc:
OSHD (G A Potter, Env)
FHWA Reg 10 (I C Lloyd, HEP-010)

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
APR 19 '82
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

December 11, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Study Report
Item No. 00026
Project No. IX-27-2(5)
Beaverton/Tigard Hwy. Interchange Sec.
Washington County

Enclosed is a copy of the study report for the subject project to aid you in your evaluation to determine if the Final Environmental Impact Statement (FEIS), when submitted, adequately addresses the proposed location/design.

I request authorization, after statutory requirements have been fulfilled for the FEIS, to proceed with the portion of preliminary engineering, including utility preparatory work, necessary to obtain PS&E approval with no additional obligation of funds to commence this phase of work.

JLG:bkc
Enc.

cc: R.N. Bothman (Metro)
E.L. Hardt (Region 1)
F.E. Terpin
Gary Potter
Walt Hart
Earl Mershon (Metro)
Jon Rose (Metro)
Gary Zehner
General Files

Form 734-3122

t

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. COULTER
Highway Engineer

DATE: December 3, 1981

FROM: EDWARD L. HARDT Edward L Hardt
Region Engineer

SUBJECT: NORTHBOUND-EASTBOUND MERGE OF HIGHWAY 217 AND SUNSET HIGHWAY

You forwarded a copy of a letter to the editor which recently appeared in the Oregonian regarding a problem with the traffic from northbound Highway 217 which merges with the eastbound Sunset Highway. The problem is that there is a large paved area between the lanes as they come together which motorists, during the peak hour especially, use to cut across from the 217 merging lane to the Sunset Highway creating confusion and frustration on the part of the drivers on the Sunset Highway. We had studied this problem about a year ago and concluded that we would defer action on it until we rebuilt the 217/Sunset interchange. However, since it now seems as though that project is a number of years off, and since we have a contract now open on this section of the Sunset Highway for an overlay and a median barrier, we will add work to that contract to take care of this problem. We plan to put some kind of a separator, probably a mountable island, between the right lane of the Sunset Highway and the 217 on-ramp to keep the 217 traffic in their proper lane until they reach the merge point with the Sunset Highway. We hope this will take care of the problem.

ELH/cp
Attachment
cc R. N. Bothman w/attachment
Bill Geibel "
Jim Cochell "

RECEIVED
HWY ENG.
DEC 4 81
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

RE . TO
Ed Arndt
BY STATE HWY. ENGR.

7

the people speak

Highway division problem seen

The State Highway Division has a problem to be solved at the Cedar Hills merging system of Highway 217 and Sunset Highway eastbound in the mornings. The present system has a sign that states "Form one lane right," but the cars on 217 do not follow this system. They enter Sunset Highway two and three cars abreast. This causes a considerable slowdown of traffic on the Sunset Highway. The state should devise some other way of merging, so that cars on Highway 217 are forced to enter Sunset Highway one at a time. This should help the morning traffic run more smoothly on Sunset Highway eastbound.

Carolyn Covey
1665 NW 136th Ave.

Diversion tactic

I don't like Reagan, and not solely because I am a striking air traffic controller's wife. This letter is about the Reagan administration's latest embarrassment, namely David Stockman.

I was just now listening to the radio news, waiting to hear "will Stockman

Jane Kyser
2047 NW 16th
Gresham

Editorial offensive

Your editorial of Nov. 10, 1981 regarding the $1 million offer of Harold and Arlene Schnitzer was offensive. Historically, the names of philanthropists have been memorialized on the edifices they have endowed. Your suggestion to the contrary is insulting, not only to the Schnitzers but to others who might consider similar contributions. Your remarks may very well have cost the city substantial future donations.

Monte Bricker
586 SW 6th Ave.

Means not justified

What Mr. Ragan and Mr. Scanlan perhaps fail to realize, in their handling of the Performing Arts Center fiasco and their condemnation of "those who purport to advocate what is best for Portland," is

building might well become known in th informal and much more powerful nam ing process as the Schnitzer Center an way.

Molly Ackley-Coo
1500 SW Fifth Av

Fenwick praised

Your editorial in support of James Fenwick, acting superintendent of Po land Public Schools, was right on targ Our community owes Jim Fenwick great debt of gratitude for his excell leadership during the past 18 months. has led teachers/administrators, s dents/parents, and a split Board of Edu tion through times of crisis and cha with patience and wisdom.

Jim Fenwick is a man quick to best credit upon others for their part in help to resolve difficult problems. I comme his efforts and significant accompli ments. He has dealt with such contro sial issues as school closures, implem

HEARING STUDY REPORT

BEAVERTON-TIGARD HIGHWAY INTERCHANGE

SUNSET HIGHWAY

WASHINGTON COUNTY

NOVEMBER 1981

OREGON DEPARTMENT OF TRANSPORTATION

METROPOLITAN BRANCH

OREGON DEPARTMENT OF TRANSPORTATION
METROPOLITAN BRANCH

BEAVERTON-TIGARD HIGHWAY INTERCHANGE
SUNSET HIGHWAY
Washington County

HEARING STUDY REPORT
September 1981

Prepared by Bob Heard
Project Development Unit

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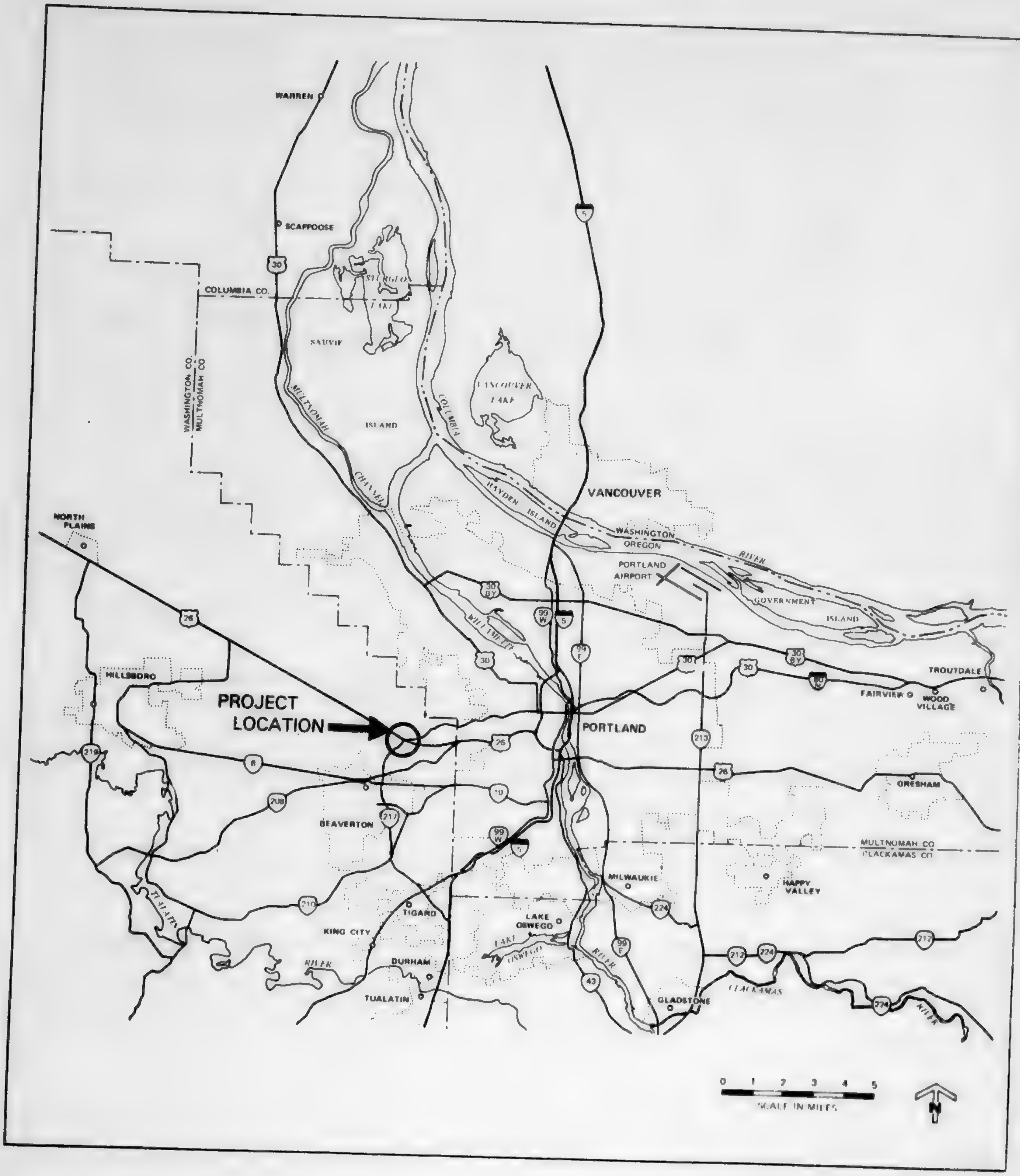
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WASHINGTON CO
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HAYDEN ISLAND
WASHINGTON
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SCALE IN MILES
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RECOMMENDATION

PREFERRED ALTERNATIVE

The Oregon Department of Transportation (ODOT) recommends design alternative #2 modified, be advanced to construction. The modifications result from an analysis of the July 23, 1981 public hearing. This modified alternative will meet the project and local transportation goals for the year 2000. The recommended modifications to Alternative #2 (shown on Exhibit Map, Page 6) are summarized as follows:

1. Revise the ramps at the termination of Highway 217 to enter/leave the freeway on the right side, as per standard design.
2. Provide for a future Barnes Road extension connection in a westerly direction as opposed to a due north direction.
3. Traffic projections for the interchange and final EIS are to be modified and based on the adopted land use plan (POD #17).
4. Design sidewalks to a constant width (six feet), provide an additional sidewalk on the south side of Barnes Road, and widen the existing sidewalk between Parkway and Wilshire.
5. Widen the Parkway structure (over Highway 217) to include four foot shoulders for cyclists, and a six foot sidewalk on the north side.
6. Provide an auxiliary lane on both sides of the Sunset Highway from the 217 Interchange to the Cedar Hills Interchange.
7. Provide for installation of ramp meters (future) on the on-ramps, westbound, eastbound, and southbound.

The ODOT further recommends that jurisdictional responsibilities for a portion of the completed project be transferred to Washington County for control and maintenance as follows:

1. Barnes Road
2. The arterial between Barnes Road and Parkway
3. Parkway, between the Cedar Hills Shopping Center and the new arterial
4. The frontage road between Parkway and Wilshire

The areas as described above are shown shaded on the Exhibit Map, Page 6.

SUMMARY OF SUPPORTING STATEMENTS

The ODOT's recommendation for modified Alternative #2 is based on the following:

1. Consistent with the Washington County arterial and major collector road system.
2. Consistent with the Land Conservation Development Commission (LCDC) goals.
3. Meets the projected traffic needs through the year 2000.
4. Improves pedestrian and bicycle safety.
5. Improves safety for motoring public.
6. Accommodates future growth in the area.
7. Within the freeway transfer funding budgeted for improving this interchange.
8. Compatible with the Westside Corridor Transitway Project.

The selection of a modified Alternative #2 is based on the overall needs of both the surrounding community and the commuting motorists.

WASHINGTON COUNTY

The Washington County Board of Commissioners held a public hearing in the County Courthouse on Tuesday, October 6, 1981. The Washington County staff report recommended the adoption of modified alternative 2 (as proposed by the Oregon Department of Transportation in the hearing study report). Testimony was received from several persons prior to the decision by the board. The board unanimously supported the recommendation of ODOT and Washington County staff.

HEARING STUDY REPORT

Beaverton-Tigard Highway Interchange

Sunset Highway

Washington County

HISTORY

Due to the construction of the Sunset Highway, (in the late 1940's) Barnes Road was severed. Barnes was then connected to the north side of the Sunset to provide access to the surrounding area. In the nineteen-seventies, the Beaverton-Tigard Highway was completed and connected to the Sunset Highway. The south side of the interchange was constructed to handle large volumes of traffic. The north side of the interchange was not rebuilt, as the traffic "demand" was not present. In 1973, St. Vincent Hospital was built on Barnes Road near the interchange. The hospital immediately became a major generator of traffic in the area. Coupled with the hospital, the rapid residential growth soon overloaded the north side of the interchange. The existing lane change sections are too short to handle the large volume of traffic that pass through the interchange today.

PURPOSE

The purpose of the project is to improve safety and increase the capacity of Sunset Highway (US 26)/Beaverton-Tigard Highway (ORE 217) interchange. The interchange will be re-designed to provide for an efficient and safe flow of traffic serving the future year 2000 transportation needs of the areas planned urban-commercial growth while maintaining the integrity of the major freeway interchange.

OBJECTIVES

Following is a list of objectives that were developed for this project. They were developed by the ODOT with assistance from the Technical Advisory Committee and the Citizens Advisory Committee.

1. Eliminate traffic weaves or provide longer weave distances to improve safety.
2. Develop a design with free flowing, freeway-to-freeway connections.
3. Provide access from Barnes Road and the future Barnes Road extension to the interchange.
4. Signalize major intersections where warrants are met.
5. Design ramps to accommodate future meters at selected sites.
6. Separate local traffic from freeway traffic.
7. Develop a design that is compatible with the Westside Corridor Transitway Project.

8. Provide for pedestrian/bicycle access through the interchange.

Based on testimony and public comment during the hearing phase, additional design objectives have been adopted.

9. Develop a design that terminates the Highway 217 freeway at the interchange (removing the effect of extending Highway 217 further north)

10. Provide safe access accommodating future traffic generated from the approved land use plan (Plan of Development #17)

PROJECT DEVELOPMENT

A Project Citizens Advisory Committee, composed of business people, residents, and the Community Planning Organization #1; along with a Technical Advisory Committee, composed of, Federal Highway Administration, ODOT, Tri-Met, Department of Environmental Quality, Washington County, and a private traffic consultant, have been working together to develop alternatives for the project. During the project development phase presentations were made to the following groups and organizations:

1. National Transportation Week Display (Washington Square, May 15 & 16, 1981)
2. Community Planning Organization #1, June 2, 1981
3. Beaverton Chamber of Commerce, June 4, 1981
4. Washington County Traffic Safety Advisory Committee, June 17, 1981
5. Community Planning Organization Leaders Group, June 18, 1981
6. Beaverton City Council, June 22, 1981
7. Public Meeting, June 24, 1981
8. Public Informational Session, July 23, 1981
9. Public Hearing, July 23, 1981
10. Community Planning Organization #1, August 4, 1981

There were also several articles in the Valley Times, Oregonian and Oregon Journal newspapers.

Two Build Alternatives were developed and advanced through the Draft Environmental Impact Statement and the Public Hearing process. The Citizen Advisory Committee members voted unanimously to recommend Alternative #2 be advanced to construction. The public hearing netted 607 responses (510 petition signatures included) with only one No-Build.

ALTERNATIVES

No-Build Alternative

The No-Build Alternative would maintain the interchange in its present configuration. No work would be done except normal maintenance. The operation of the interchange would continue to deteriorate to an intolerable level.

Alternative #1

Both Build alternatives increase the separation between local traffic circulation and freeway-to-freeway circulation. A new local frontage connection would be constructed beneath US 26, between Barnes Road on the north and Parkway on the south. This would carry all local traffic between Parkway and Barnes Road so that it would no longer be involved in freeway traffic on ORE 217. The US 26 overpass structure would be lengthened to accommodate the added lanes. A sidewalk would parallel the frontage connection on its west side.

Westbound US 26 would have a single exit which would split into two ramps: The first for local traffic bound for Barnes or Parkway via the frontage road, and the second for a direct free-flow connection to southbound ORE 217. Following this exit would be an entrance ramp from Barnes and northbound ORE 217.

The interchange would be enlarged northward to accommodate the longer, more gently curved ramp connections. This would involve acquisition of property up to 500 feet north of the existing alignment of Barnes Road. The result would be higher design speeds and greater capacity and safety. The free-flow movement from northbound ORE 217 to westbound US 26 would be maintained by constructing an underpass structure which would separate the freeway traffic from that destined for Barnes Road. The section of Barnes Road approaching the interchange would be displaced to the north to make way for the enlarged interchange.

Alternative 1 would acquire full access control along the north side of the interchange, removing the existing driveway accesses along the interchange portion of Barnes Road.

The existing direct access from eastbound US 26 to Cedar Hills Shopping Center would be removed in order to reduce the traffic lane change movements between the Cedar Hills Boulevard entrance to eastbound US 26 and the exit to southbound ORE 217. It would be functionally replaced by a revision in the off-ramp east of the US 26/ORE 217 overcrossing.

Three traffic signals would be included in Alternative 1 to control the movements of local traffic (all the freeway-to-freeway movements would be made free-flowing in this project). One of the signals would control movements at the junction of the westbound US 26 off-ramp to the local frontage connection. The other two would be placed at either end of the frontage connection at its junctions with Barnes Road on the north and Parkway on the south.

Build Alternative 2

Alternative 2, in addition to the features already described under Alternative 1, would provide a new future arterial access connection for a county-proposed Barnes Road Extension directly from the north side of the interchange. This would provide a break in the proposed access control line north of the interchange. The proposed connection would require only minor modifications in the ramp alignments proposed in Alternative 1.

An additional traffic signal would be included at the intersection of the new access, Barnes Road and ORE 217. This would signalize the left-turn movement from westbound Barnes Road to southbound ORE 217, which in Alternative 1 would be a free movement.

A transit station and park and ride facility is being planned under a separate project. The transit facility would be located along the north side of the proposed interchange improvement, and would require an access smaller than, but similar to, that provided in Alternative 2 for "Barnes Road Extension."

PROJECT COSTS AND FUNDING

The funding for this project has been established from the Interstate Freeway Transfer Fund (85%). The State of Oregon will provide the local match (15%). The total available funds (federal and state) according to the Metropolitan Service District, Transportation Program, dated August 20, 1981, is $17,065,882. Of this, $294,118 will be used for preliminary engineering, leaving $16,771,764 for right-of-way and construction.

Following is Table A, showing the estimated costs for right-of-way and construction in August 1981 dollars.

TABLE A

	Alternative #1	Alternative #2
Right-of-Way	$ 1,330,000	$ 1,174,000
Construction	$13,453,000	$14,020,000
TOTAL	$14,783,000	$15,194,000

Due to the reduced cash flow from the federal government, the project will probably be split into three stages. Each stage will take approximately three to five million dollars not including right-of-way.

The relationship between the amount available and the amount necessary to construct the alternatives, are shown in Table B.

TABLE B

	MSD Approved Funds (Incl. Match)	Estimated Cost	Excess
Alternative 1	$17,066,000	$14,783,000	$2,283,000
Alternative 2	$17,066,000	$15,194,000	$1,872,000

PUBLIC HEARING

The No-Build and the two Build Alternatives, as previously described, and the Draft Environmental Impact Statement, were presented at the formal design public hearing. The hearing was held at the St. Vincent Hospital Medical Complex, 9205 S.W. Barnes Road, Portland, Oregon. The hearing was conducted by R. N. Bothman, from 7:30 p.m. to 9:30 p.m. Assisting Bothman were: Bob Heard, Project Coordinator and Ken Rolfe, Regional Right-of-Way Supervisor. Prior to the hearing, an informational session was held from 1-6 p.m. by the ODOT staff.

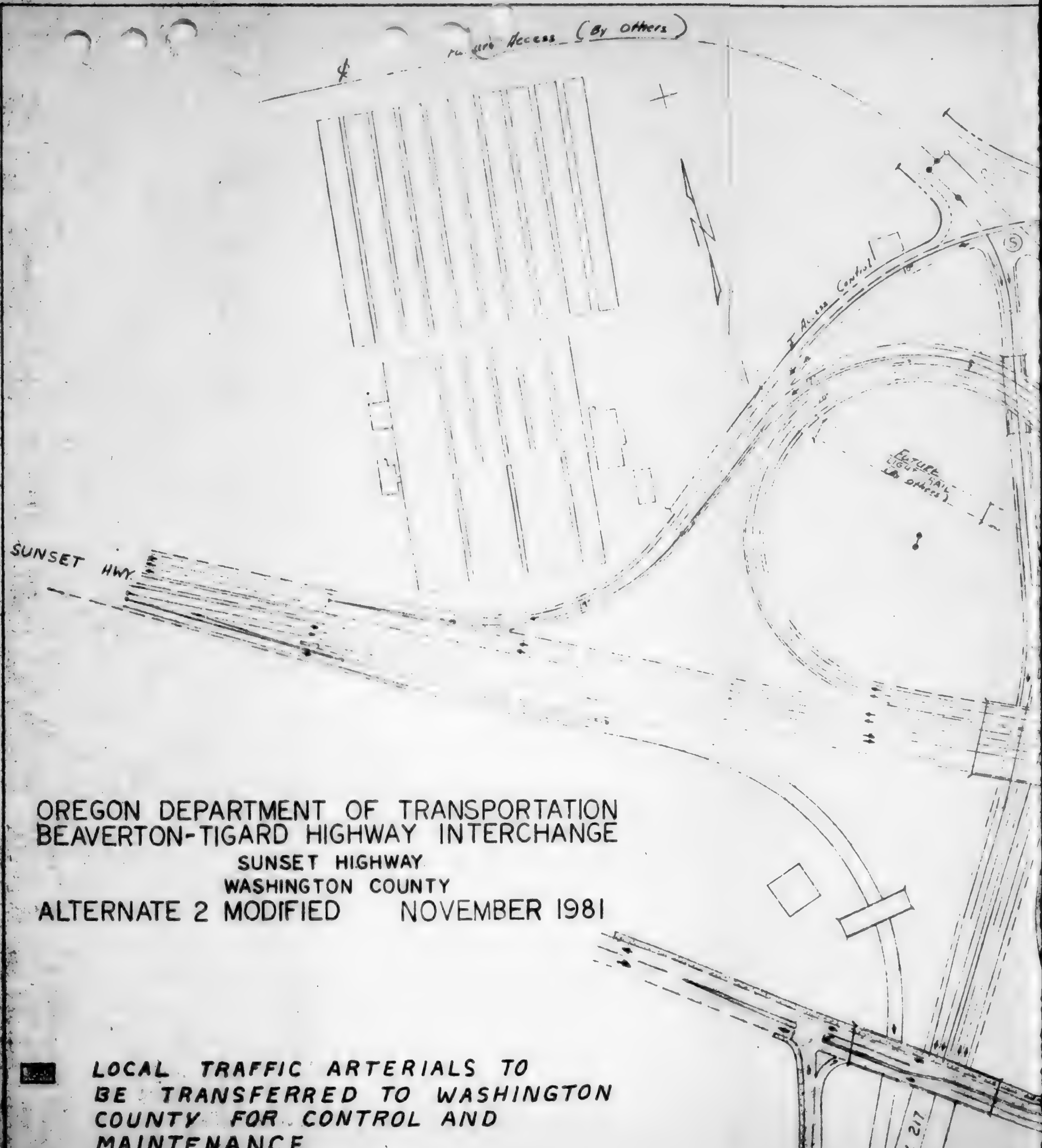
HEARING TESTIMONY

Twenty-one people testified at the hearing and seventy-two letters/postcards were received. In addition, three petitions with 510 signatures were submitted. Four hearing cards were handed in at the time of the hearing. Following is a summary:

ALTERNATIVE SUMMARY

Item	Total	Build	Alt #1	Alt #2	No-Build	Other
Speakers	21	2	7	6	1	5
Hearing Cards	4	-	2	2	-	-
Petitions	510	463	-	47	-	-
Letters/ Postcards	72	9	4	59	-	-
		474	13	114	1	5

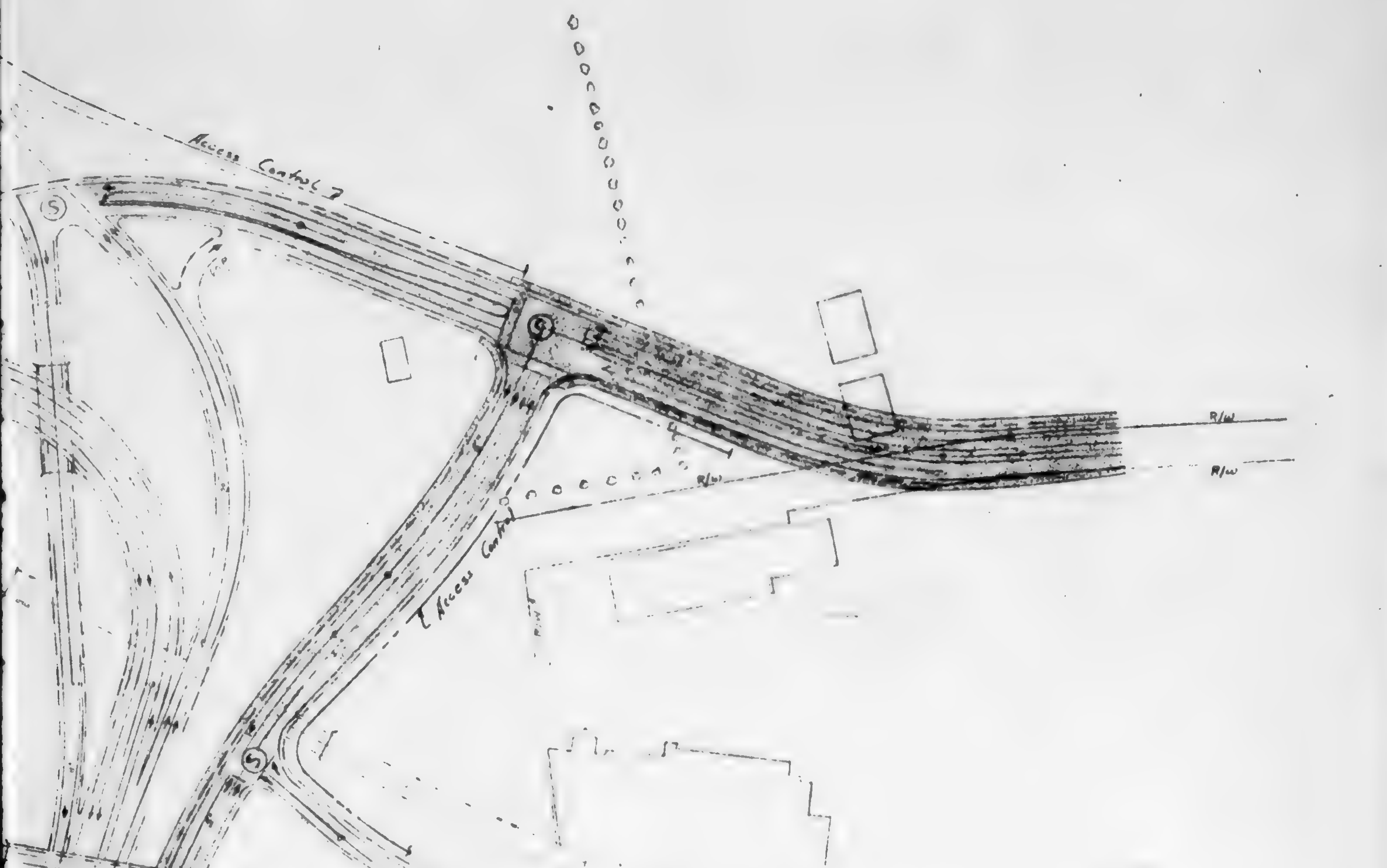
Some of the people offered oral testimony, wrote letters, and filled out hearing cards. Their preference is tabulated only once.


Future Access (By Others)
℄
Access Control
FUTURE LIGHT RAIL (By Others)
⑤
SUNSET HWY.
HWY. 217

OREGON DEPARTMENT OF TRANSPORTATION
BEAVERTON-TIGARD HIGHWAY INTERCHANGE

SUNSET HIGHWAY
WASHINGTON COUNTY
ALTERNATE 2 MODIFIED NOVEMBER 1981

■ *LOCAL TRAFFIC ARTERIALS TO BE TRANSFERRED TO WASHINGTON COUNTY FOR CONTROL AND MAINTENANCE*


Access Control
℄ Access Control
R/W
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TO PORTLAND

EXHIBIT MAP

6

SUMMARY OF WRITTEN/ORAL TESTIMONY AND RECOMMENDATIONS

COMMENT: The interchange design should minimize the cost of the future transit center. A major portion of this cost involves southern access from Cedar Hills which should be planned for at this interchange.

RESPONSE: The interchange is designed to accommodate future transit.

RECOMMENDATION: Coordinate construction with the transit project development as funding allows.

COMMENT: The Department of Transportation should design this interchange to allow easy future access to the transit center on sidewalks and separated bikeways.

RESPONSE: Shoulder bikelanes and sidewalks will be provided along Barnes Road and the north/south frontage road. When/if the transit center is built, sidewalks and other amenities can be added to directly serve the transit facility.

RECOMMENDATION: Proceed with the selected alternative.

COMMENT: If alternative No. 2 were constructed, the noise from the Barnes Road extension, added to the noise from the freeway, would make it more detrimental to our neighborhood. Why not keep Barnes Road close to an already noisy freeway?

RESPONSE: Except for the point of access at the intersection, the location of Barnes Road extension will be determined by Washington County, as development proceeds.

COMMENT: Alternative No. 2 would probably open up or connect all of the streets north of the Peterkort property to the Barnes Road extension.

RESPONSE: Connection of the streets is under the jurisdiction of Washington County.

RECOMMENDATION: None.

COMMENT: Three lanes should be constructed (each way) on the Sunset Highway from Murray Boulevard to Sylvan.

RESPONSE: The capacity, east of Sylvan, is not sufficient to handle additional traffic if Sunset were three lanes, as requested.

RECOMMENDATION: None.

COMMENT: I understand a nursery north of the interchange is a major factor in the delay of the project. I would think that some satisfactory arrangement could be made that both parties could agree to - - a money offer that couldn't be refused or perhaps an alternative site could be located with assistance relocation provided.

RESPONSE: A nusery has not been a factor in delaying the project.

RECOMMENDATION: None.

COMMENT: The proposed sidewalk connection between Parkway and Barnes Road is not a friendly environment for pedestrians. Some separation such as dense, high planting or noise wall between a service road and OR 217 should be constructed.

RESPONSE: Screening would be beneficial both to the pedestrian and to the opposing lanes of traffic (headlight glare).

RECOMMENDATION: Provide headlight glare screen in the selected alternative between the new connecting arterial and Highway 217.

COMMENT: The inside loop of the proposed interchange should be densely planted with native shrubs and trees rather than conventional freeway landscaping of both grasses and multi-colored shrubs.

RESPONSE: We do use native plants and trees.

RECOMMENDATION: Use native shrubs and trees for low maintenance.

COMMENT: The DEIS does not adequately treat land-use issues on the Peterkort land. The Barnes Road extension is linked to intensive commercial development as proposed by Peterkort Company. The residential development authorized by POD 17 precludes access to the east by omitting Barnes Road extension. Creation of this cul-de-sac, east of 112th Avenue, is unacceptable in my view, because it makes this area inaccessable to transit and forces it to be entirely auto oriented. The Barnes Road extension should be based on POD 17 as a two-lane collector street.

RESPONSE: POD 17 requires a four-lane Barnes Road extension. The selected alternative accommodates Barnes Road extension traffic based on this Plan of Development.

RECOMMENDATION: The Final Environmental Impact Statement will be based on traffic projections derived from Plan of Development No. 17.

COMMENT: Neither construction detours that will be necessary, nor their duration, or effects, are referred to in the DEIS.

RESPONSE: This information had not been developed before the DEIS was published. We will maintain detours within the right-of-way required for the interchange. The duration of the detours will depend upon the contractor's progress in building the project.

RECOMMENDATION: None.

COMMENT: I was told that if we didn't choose alternative No. 2, that in about two years after the project was completed, we would probably go back to hear new proposals on a revised interchange at Cedar Hills Boulevard. The property adjacent to the Barnes Road extension is usually more attractive as commercial property rather than residential property.

RESPONSE: Both commercial and residential types of development are in cluded in the approved Plan of Development No. 17. For a full development of Plan of Development No. 17 without access from the Sunset Interchange, increased capacity at Cedar Hills Boulevard is needed.

RECOMMENDATION: Proceed with the selected alternative.

COMMENT: The noise from the two freeways at right angles to each other would be tremendous.

RESPONSE: The doubling of traffic at one point only raises the noise levels approximately 3 dBA's. The depressed grade of Oregon 217 shields most residences from much of the noise produced. The project is not expected to significantly affect noise levels at existing residences.

RECOMMENDATION: Proceed with the selected alternative.

COMMENT: Where will the Barnes Road extension north of U.S. 26 end? Cornell, maybe? And if so, do you intend widening Cornell Road and signalizing the intersection of Cornell and Barnes Road extension?

RESPONSE: The alignment of the future Barnes Road extension is the responsibility of Washington County through their development process.

RECOMMENDATION: Proceed with the selected alternative.

COMMENT: If and when the land becomes developed around the Barnes Road extension, how are the side streets that are already in existence going to connect to the Barnes Road extension?

RESPONSE: The development of side streets are subject to future decision by Washington County.

RECOMMENDATION: None.

COMMENT: To be of maximum value, the planned transit station and the underdeveloped areas surrounding the interchange must have access.

RESPONSE: The selected alternative provides for good access to the proposed transit station and the undeveloped areas surrounding the interchange.

RECOMMENDATION: Proceed with the selected alternative.

COMMENT: The elimination of the access from eastbound U.S. 26 into the Cedar Hills Shopping Center should be discarded. The potential safety problems do not exist today. By placing a new exit to southbound Highway 217 a very short distance away from the existing exit, you are faced with virtually the same situation anyway. Further, the potential for driving into the exit the wrong way can and should be handled by other means, such as directional signing and curbing.

RESPONSE: The Sunset Highway is a freeway with a few exceptions. Through redesign, the exceptions are being eliminated. The existing ramp location is undesirable. With the new design, the ramp would become less desirable and more hazarous if left open.

RECOMMENDATION: Proceed with the closure of ramp as designed.

COMMENT: Should the proposal go through as is, the Cedar Hills Shopping Center should be given the opportunity to determine the signing from all exits that directly relate to the shopping center.

RESPONSE: We will work with the principals served by this interchange to develop signing plans in accordance to our signing policies.

RECOMMENDATION: Review the signing for the Cedar Hills Shopping Center with representatives from the center.

COMMENT: Instead of looping Barnes Road to the north, you could create a more efficient interchange to run it over the top as an overpass on 217 just north of the Sunset Highway (grade separated). While costing more, this would use less land and eliminate two of the traffic lights.

RESPONSE: A grade separated intersection on Barnes Road and 217 is beyond the scope and funding dimensions of the proposed project.

RECOMMENDATION: No change.

COMMENT: If the center median lanes were made to accommodate traffic going straight through and a division made some distance before coming to the Canyon/217 intersection, perhaps the flow of traffic intending to turn off Canyon (U.S. 26) could be cut in half. As it is now, we are all in just two lanes until we get to the incoming flow from the southwest Barnes Road.

RESPONSE: This problem will be eliminated by the selected alternative. The traffic exiting the westbound 26 onto 217 will be removed prior to the traffic coming from 217 to westbound 26.

RECOMMENDATION: Proceed with the selected alternative.

COMMENT: If the ramp meter signals are even partially successful, it might not cost too much to set them up in this interchange.

RESPONSE: Ramp metering for the Sunset Highway will be constructed at a future date.

RECOMMENDATION: Provide provisions for a future ramp meter.

COMMENT: If alternative No. 1 were selected as the interchange design, the remaining Peterkort property would be totally without access.

RESPONSE: There would be no direct access to the interchange but access could be developed at the Cedar Hills Boulevard interchange at 112th Avenue.

RECOMMENDATION: Proceed with the selected alternative.

COMMENT: The Peterkort land is being planned to accommodate a connection of Barnes Road, a Washington County arterial, from Highway 217 to the existing section of Barnes Road west of 112th Avenue. This new section of Barnes Road is referred to in the draft EIS as the Barnes Road extension. This gives the impression that Barnes Road currently ends at Higwhay 217 and would be extended westerly. In actuality, it is the development of a missing link of Barnes Road between Highway 217 and 112th Avenue and the realignment of the existing Barnes Road west of 112th Avenue.

RESPONSE: This is correct.

RECOMMENDATION: None.

COMMENT: In many places, the draft EIS referred to Barnes Road extension to serve presently undeveloped land. It is requested that this description be changed because, as previously indicated, Barnes Road is a Washington County arterial and would serve east/west arterial traffic. It also provides a missing link in the arterial system, realigning a section of Barnes Road with poor geometrics, and serves the current needs of the greenhouse, plant flower business, which requires access for some 40 employes. The Barnes Road extension access would also allow delivery of supplies and delivery of products and the new development planned for the property in the immediate future.

RESPONSE: Agriculturally developed land in this area is conventionally termed "undeveloped land" - - admittedly, a misnomer. The final EIS will use the term "unurbanized", rather than "undeveloped". Although the proposed Barnes Road extension would restore the continuity of Barnes Road from Cornell Road east, its most significant impact would be the provision of a through arterial access to an area which does not have that type of access.

RECOMMENDATION: Modify statement in FEIS to "unurbanized".

COMMENT: The J. Peterkort Company needs vehicular access to its land on the north/east side of Barnes Road and requests access at the signalized intersection between Barnes Road and the proposed north/south connector road to S.W. Parkway. Access is necessary for the immediate future development of that land.

RESPONSE: Access at this point of the intersection could cause undesirable levels of service, depending upon the type of development approved by Washington County. Washington County will have access control at this intersection.

RECOMMENDATION: Modify access control lines to allow Washington County jurisdictional control from this point east on Barnes Road.

COMMENT: Alternative 1 indicates complete control of access of the Peterkort property on the north side of Barnes Road and the interchange with the exception of vehicular access to a future park and ride station. Complete control of access will eliminate access to business and all land at this location. It is questioned if the land and access cost reflected in the alternative 1 cost estimates takes this into consideration, especially since the elimination of access here would have a severe financial impact on our greenhouse-plant flower business, its employment, and the land area planned for urban uses.

RESPONSE: The cost to replace the existing access to U.S. 26/217 interchange with a comparable access to Cedar Hills Boulevar interchange was used in the analysis. Complete access control at the interchange would not have precluded access elsewhere. The environmental study could not simply presume that access would be provided.

RECOMMENDATION: Proceed with the selected alternative.

COMMENT: It appears from our discussions with your office and Tri-Met that a park and ride station will be constructed adjacent to this interchange whether or not light rail transit is constructed. Therefore, vehicular access provided to the station, as shown for alternative No. 1, would require the design to be modified to the point where there would be no difference in interchange geometrics or signalization between alternative 1 and 2. The difference would consist in the construction of a connector to the park and ride station with fewer lanes than Barnes Road to the northwest and more costly right-of-way acquisition.

RESPONSE: The design for alternative No. 1 with the park and ride station would be similar to alternative No. 2 except that the access control line would be unbroken on the north.

RECOMMENDATION: Proceed with the selected alternative.

COMMENT: Provision for the Barnes Road extension should not be made directly to the north end of 217, but rather should be tied directly into the north end of the new access road which is to go under the Sunset Highway. The benefits of this proposal are:

1. People wishing to travel from whatever development that they place on the Peterkort property to and from the Cedar Hills Shopping Center will, under alternative No. 2, have to wade through two closely spaced intersections. My alignment of the Barnes Road extension will eliminate this weave. This will off-set business losses that will occur with the ramp closure on the southwest corner of the Sunset interchange.

2. Transit time between the development of the Peterkort properties and the St. Vincent Hospital will be reduced

as there will be one less light to go through.

3. The Barnes Road extension, directly tied into the north end of 217, would, in the eyes of the motorists, make the Barnes extension into an extension of 217. If motorists have to make a left turn onto the Barnes extension as they travel north on 217, they will think of it more as a local road.

RESPONSE:

1. The Peterkort-Oregon 217 link is predicted to be more heavily used than the Peterkort-Cedar Hills link. Therefore, the present proposal is expected to be the most efficient.

2. One less signal would be involved; however, the remaining intersection would be operating at a much lower efficiency.

3. The selected alternative addresses the problem by modifying alternative 2 so that 217 is connected to Barnes Road extension via right-hand on and off-ramps.

RECOMMENDATION: Proceed with the selected alternative.

COMMENT: One of the biggest frustrations encountered in my travels through the Sunset interchange were the motorists, who having traveled north through 217 and wishing to get on the Sunset westbound freeway, come to a complete stop just as they are about to get on the Sunset. I would say this is about one motorist in 50. Until this interchange is rebuilt, I would appreciate it if the Highway Department could help decrease this problem by posting some signs that:

1. Tell the motorist what is ahead. It seems that some people don't expect a third westbound lane of highway over the 217 bridge.

2. Urge the motorist to use this lane and merge at a reasonable speed onto the three lanes of Sunset Highway over 217.

RESPONSE: The problem is a concern for everyone, however, signing at this location would be distracting to motorists in a highly congested location. This problem is not limited to the 217 interchange, and requires further driver education, statewide.

RECOMMENDATION: Proceed with the selected alternative.

COMMENT: ODOT's traffic projections under its alternative No. 2 presupposes the accomplishment of the Peterkort project and, in fact, makes Peterkort project feasible. The increased traffic associated with a lower density, as in POD 17, can be adequately handled through the Cedar Mill, Cornell Road, Leahy Road access.

RESPONSE: It is predicted that POD No. 17 densities will generate traffic to undesirable levels on local streets (including Leahy Road) unless direct access to U.S. 26/OR. 217 interchange from Peterkort development is provided.

RECOMMENDATION: Proceed with the selected development

COMMENT: The Noise Study seems beside the point. It measures noise levels in places that are already abused by the Sunset Highway and the interchange. It gives no consideration to the effect of extending the interchange several hundred yards to the north and in the process removing buildings, holly groves, and fruit trees that presently provide unlimited buffering to the noise levels generated at the interchange. It is difficult for me to imagine the removal of these buffers and increased traffic closer to the residences will not have a detrimental effect on noise levels to the north; and no valid methodology could provide inclusion of no detrimental effect without consideration of these factors. At a minimum, ODOT should provide for the low ground level construction of much of the interchange and an earth berm to the north to contain and/or deflect the noise. Any testing of noise effects to the north of the interchange must take meteorological effects into account. The majority of the year finds Portland's weather coming from the west and southwest, which greatly enhances the noise effects on the neighborhood north of the interchange.

RESPONSE: Although residential areas directly north of the interchange may experience some increase in noise levels as a result of the project, these levels will remain far below the Leq 67 dBA design noise levels. Areas which receive noise levels below this are not normally considered for noise mitigation purposes. Portions of the freeway are depressed which will tend to reduce noise.

RECOMMENDATION: No further noise analysis.

COMMENT: I note that as your alternative No. 2 provides for incorporation of a transit mall into it, this will also create additional noise for the neighborhood to the north. One who lives there does not think warmly about listening to Tri-Met buses revving their engines into the night. To disassociate your alternative No. 2 from these effects, even though you are not building the transit mall is dishonest, if alternative No. 2 makes the placement of the transit mall at the interchange more likely. If ODOT can propose modifications to hook up to Barnes Road in order to accommodate the effects of the infamous and unwanted Peterkort development, it should be able to plan to ameliorate the adverse effects of other developments such as the transit mall and the Barnes Road extension, which likewise, depends on the alternative taken by ODOT.

RESPONSE: As described in the draft EIS for the interchange, either build alternative would be able to accommodate the transit station. In the draft EIS, ODOT has accounted for the probable road construction and land development likely to occur as a result of the interchange project. Actual land use development permitted and resulting noise controls would be controlled by Washington County. The draft EIS for the Westside Corridor Transit Project addresses the impacts of noise for the proposed transit station. Mitigating that noise will be the responsibility of Tri-Met.

RECOMMENDATION: Proceed with the selected alternative.

COMMENT: The substitute proposed to eliminate direct access from eastbound U.S. 26 to the Cedar Hills Shopping Center is, as your DEIS report indicates, less direct, somewhat less convenient, and could have some negative influence on patronage. We agree. In the case of Safeway, the effect would be devastating. It would cause considerable customer inconvenience and severely restrict a multi-million business. This access change is contemplated though the existing spur has not proven to be a safety problem with existing traffic. Safety problems could develop as traffic increases in the future. Notwithstanding current design standards for freeways, creating social/economic problems which do not exist by substituting an awkward alternative seems unreasonable and extravagant. Our recommendation is to maintain existing U.S. 26 egress to Cedar Hills Shopping Center. This choice balances design with convenience and cost benefits simultaneously encouraging viability of existing established retail development.

RESPONSE: The Sunset Highway is a freeway with a few exceptions. Through design, the exceptions are gradually being reduced in number. The proposed additional lane between Cedar Hills and 217 would aggrevate the conditions at this location if the ramp remained open. With the new design, we have the opportunity to eliminate a potentially hazardous exit and develop a standard design.

RECOMMENDATION: Proceed with the selected alternative.

COMMENT: Neither build alternative reflects consideration for the preservation of the collapse feature and adjacent pressure ridge which lies within the Catlin Gable lave tubes in the project area even though the lava tubes are listed in the CPO No. 1 inventory of Cultural Historic Resources as a site which is possibly suited for preservation. Since the depression is a significant and identified feature of the lava tube, it deserves serious study as to its future potential for scientific, educational, and scenic uses. As stated in an earlier letter to ODOT, the proximal association of collapse and pressure ridge is significant in that it does not commonly occur in Oregon and is otherwise unknown west of the Cascades. The Catlin Gable lava tubes are the oldest documented tubes in Oregon and they mark the western extent of the Boring Basalt. Since the eruption of Mt. St. Helens, a renewed interest in past and present volcanic activity has developed within the scientific community and this collapse feature and pressure ridge is a valuable and visable sign of one of the geologic systems working in the northwest. It classifies an important role played by volcanoism in the geologic history of the Portland metropolitan area and should be preserved by the Transportation Department, not obliterated as a disposal site. Please consider an interchange design that accommodates science, education and heritage rather than five lanes of blacktop and bouquets.

RESPONSE: The Oregon Department of Transportation has reviewed the lava tube issue and has determined that they are not significant and not expected to cause any problems during construction.

RECOMMENDATION: None.

COMMENT: As an employe of the Portland OB/GYN clinic located in the Barnes Road Professional Building, 9340 S.W. Barnes Road, I would like to point out the congestion presently on S.W. Barnes Road. Traffic traveling both directions is so heavy that we who work in the various buildings along Barnes Road find it nearly impossible and downright hazardous to enter Barnes Road going west. This situation has progressively worsened during the last several years as Barnes is used as an alternative to the Sunset Highway.

RESPONSE: The Oregon Department of Transportation and Washington County have been working on a project to widen Barnes Road from the interchange to the Multnomah County line. Included in this project will be an additional signal placed at the westerly exit of St. Vincent Hospital and driveway immediately across the street. This signal, coupled with the improvement or widening, should alleviate this problem.

RECOMMENDATION: None.

COMMENT: All traffic loads should be considered in the design. Ideally, a 20 year traffic load should be considered.

RESPONSE: The design has been based upon a year 2000 traffic projection which will incorporate Plan of Development No. 17.

RECOMMENDATION: Modify traffic projections based on POD 17.

COMMENT: Barnes Road westbound should have a direct feed onto Highway 217 and onto the Sunset Highway.

RESPONSE: The selected alternative does provide a direct connection to

Highway 217 and the Sunset Highway through a signalized intersection.

RECOMMENDATION: Proceed with selected alternative.

COMMENT: Pedestrian crosswalks across U.S. 26 should be constructed.

RESPONSE: The Oregon Department of Transportation has evaluated pedestrian overcrossing structures at several locations. Pedestrian overcrossings are not considered to be cost effective for this project based on a low projected pedestrian usage.

RECOMMENDATION: No change.

COMMENT: Traffic lights are detrimental to the flow of traffic.

RESPONSE: Signalized intersections do reduce the capacity; however, they are necessary for safety and control of the higher traffic volumes. Additional lanes are constructed at the intersections to partially compensate for the reduced capacity.

RECOMMENDATION: Proceed with selected alternative.

COMMENT: The closure of the ramp into the Cedar Hills Shopping Center will add one minute travel time to our fire engines into that area. We come from four different directions so that is considered a minimal concern.

RESPONSE: True.

RECOMMENDATION: Proceed with closure of ramp.

COMMENT: The other concern might be delays during the construction period for fire trucks and emergency vehicles through the interchange.

RESPONSE: Temporary detours for traffic and emergency access will be provided at all times.

RECOMMENDATION: None

COMMENT: As I checked the amount of acreage necessary for the interchange (13.8 acres), I cannot find nine of those acres.

RESPONSE: The amount of right-of-way acreage necessary for the interchange basically lies north of the existing Barnes Road and the Barnes connection to the Sunset Freeway. This turns out to be approximately 13.8 acres.

RECOMMENDATION: None.

COMMENT: Having the Barnes Road extension constructed would encourage greater development of land uses. Increased demands would mean more profitable leases and land sales. This is a quote from the draft EIS and should not belong in that document.

RESPONSE: This is a statement of probable economic consequences of the project, and therefore, is an appropriate item of discussion in the EIS. The wording of this statement will be changed slightly in the final EIS to give the reader a correct impression that this is a prediction based on nation-wide experience rather than a statement that the impact is inevitable.

RECOMMENDATION: Proceed with the selected alternative.

COMMENT: The construction of a transitway at some future date will disrupt the finished interchange. They should be built at the same time.

RESPONSE: Future transitway construction would be disruptive to the finished interchange.

RECOMMENDATION: The Oregon Department of Transportation will work with Tri-Met to schedule portions or all of the transitway project in conjunction with the interchange project. Funding will be the major determining factor on the feasibility of combining the schedule.

COMMENT: The Oregon Department of Transportation has proposed a noise wall along the highway to buffer some of the residences that are living there. If, and when, the transitway is constructed, that noise wall will have to be removed. What will happen to the residences when this noise wall is removed?

RESPONSE: As stated in the draft EIS, the decision to construct the wall will be contingent upon the transitway plans as they develop. If it appears that the wall would be removed by the transitway, it will not be built, and the transitway project will have the responsibility for mitigating noise impacts.

RECOMMENDATION: ODOT will work closely with Tri-Met to coordinate the projects.

COMMENT: ODOT shows 28,800 trips on the Barnes Road extension; however, that traffic does not include the interchange loops.

RESPONSE: The 28,800 trips reflect the combined directional flows and are included in the interchange loops.

RECOMMENDATION: Qualify the traffic volumes for future Barnes Road extension in the final EIS.

COMMENT: The proposed signalization for the interchange (four signals) will not give a decent traffic flow.

RESPONSE: Additional traffic lanes will be provided through the signalized intersections for a good operational level of service.

RECOMMENDATION: No change in the signalized intersections.

COMMENT: It appears that air pollution and noise evaluations make no allowances for starting and stopping at traffic lights.

RESPONSE: The influences of traffic signals are factored into the traffic speeds used in the air/noise analysis.

RECOMMENDATION: None.

COMMENT: The cost of asphalt concrete versus Portland cement concrete are very similar. Consideration should be given to using Portland cement concrete instead of asphaltic concrete as the maintenance cost would be much lower.

RESPONSE: True.

RECOMMENDATION: Consider the use of Portland cement concrete in the final design of the interchange project.

COMMENT: The cost for the project would not stand up under audit.

RESPONSE: The estimated costs are based on the current construction cost established by the construction industry. Actual cost of construction will be established through the open bid process.

COMMENT: It is essential that the transitway project and the interchange project be developed jointly. This means the final design and construction of both projects should be conducted in such a manner that one does not create difficulties for the other. There is no need for more development than is provided for in Plan of Development No. 17 in the area north and west of the interchange.

RESPONSE: Efforts will be made to coordinate the projects in all phases despite differences in scheduling. The projects will be compatible with one another as a result. The need for, and the permissability of, development in the area is ultimately determined through the County's planning and zoning process.

RECOMMENDATION: Proceed with the selected alternative.

COMMENT: The draft EIS points out how stable and cohesive the existing neighborhoods are. Alternative No. 2 and the resultant intensified development would significantly and negatively impact those neighborhoods. It would also probably violate the LCDC goal No. 5 by intensifying development at the expense of badly needed open space in this area.

RESPONSE: It is Washington County's responsibility to resolve these conflicts through planning and zoning which, in turn, is reviewed for consistency with LCDC goals and guidelines.

RECOMMENDATION: None.

COMMENT: Johnson Creek and its tributary streams are not intermittant as stated in the draft EIS. They do flow year-round. They provide habitat for resident populations of fish as well as kingfishers, beaver, muskrat, ducks, raccoons, and many other species of wildlife mentioned in the DEIS. The DEIS seems to indicate that moles and gophers are the predominant wildlife.

RESPONSE: DEIS references to wildlife were intended to be illustrative and did not presume to be exhaustive or even fully representative of the entire wildlife resources in the area. This treatment seems appropriate since the interchange project does not directly affect significant amounts of natural habitat. A generalized discussion of wildlife and habitat was appropriate because of the probably secondary impacts of change in land use which relate to the project.

RECOMMENDATION: Revise the final EIS regarding the intermittant Johnson Creek and tributary streams to read year-round streams.

COMMENT: The interchange should be tightened up in size, somewhat, to reduce the amount of land required for the new facility.

RESPONSE: The right-of-way required for the interchange is based upon design standards and safe design speeds through the interchange. The existing design has been minimized as much as possible.

RECOMMENDATION: Proceed with the selected alternative.

COMMENT: If Barnes Road is to be extended, it should be extended only as a frontage road instead of a serpentine road through the Peterkort property.

RESPONSE: Washington County has the responsibility for the placement, location, and direction of the Barnes Road extension.

RECOMMENDATION: None.

COMMENT: Why did the Oregon Department of Transportation use the Plan of Development No. 17 Amended, as a given rather than Plan of Development No. 17?

RESPONSE: It was thought to be a useful "increased development" scenario for the purpose of this study. At the time of writing the draft EIS, the amended POD 17 had been approved by the Washington County Planning Commission which was later reversed by the Washington County Board of Commissioners.

RECOMMENDATION: Since the amendments were not adopted, the final EIS will use the Plan of Development No. 17 for the analysis.

COMMENT: Alternative No. 2 is violating a flood plan.

RESPONSE: A flood plain has not been identified within the area of the interchange project.

RECOMMENDATION: Proceed with the selected alternative.

COMMENT: It is totally inappropriate for a State report to include a veiled intent to encourage development.

RESPONSE: The draft EIS contains no intent to encourage development. It does document our best estimates of the Project's alternative's possible impacts on development. While the primary (intended) effect of the project is to improve the interchange, it also affects land development and attempts to accommodate some expressed local desires. These effects have had to be addressed in the draft EIS.

RECOMMENDATION: No change.

COMMENT: Barnes Road and the Barnes Road extension need to be grade separated over the 217 freeway.

RESPONSE: This is beyond the scope and funding capabilities of the project.

RECOMMENDATION: Proceed with the selected alternative.

COMMENT: Instead of building the total interchange, you should build a new section of overpass over 217, widen the road out for the take-off, and continue it much like the intersection, like Cedar Hills Boulevard. This takes the weave off of the Sunset Highway and puts it on the frontage road situation.

RESPONSE: This would remove the weave off the Sunset Highway and put it on the frontage road. However, it would not solve the weave problem. Additionally, there are three other weaves that are not solved by this solution. One of the primary purposes of this project is to eliminate weaves, increase capacity, and increase the safety of the interchange.

RECOMMENDATION: Proceed with the selected alternative.

COMMENT: The cost estimate is in today's dollars. How much is it going to be inflated two to five years from now?

RESPONSE: The cost of the interchange will increase with an unknown inflation factor.

RECOMMENDATION: None.

COMMENT: Where will the additional money come from to fund this inflated number?

RESPONSE: Federal funding is adjusted to the Federal Construction Cost Index. Local fund match for these increased federal monies will be higher than today's cost estimate.

COMMENT: The Barnes Road extension should really be called a 217 extension because exactly what it is will be a freeway continuing on to the west.

RESPONSE: The selected alternative has been modified to change this impression. The "on and off ramps" have been changed from left-hand to right-hand side, as per standard drawings. Further, the Barnes Road extension intersection has been modified to a more westerly direction.

RECOMMENDATION: Proceed with the selected alternative.

COMMENT: No decisions should be made on which alternative to build on this interchange until a comprehensive plan is completed which will determine the land uses that will be permitted on the Peterkort/Teufel land and all other vacant lands of the CPO No. 1 area.

RESPONSE: Increased traffic, funding, and inflation will not wait for the comprehensive plan to be completed. Since, at this point, any change from the existing Plan of Development No. 17 is not a foregone conclusion, Plan of Development No. 17 will be used as a basis for the conclusions in the final EIS.

RECOMMENDATION: Proceed with the selected alternative. Evaluate any land use changes to determine if design modifications are warranted.

COMMENT: The suggestion has been made that the traffic going east on Barnes Road be accommodated without traffic signals. The response was that additional rights-of-way would have to be purchased and that option would not be cost effective. Would that option be cost effective if it were incorporated with the transit center in some manner.

RESPONSE: Traffic signalized intersections will be required for the transit center as additional grade separations or interchanges on Barnes Road would not be cost effective. Future traffic projections and the transit center do not justify grade seperations.

RECOMMENDATION: Proceed with the selected alternative.

COMMENT: Have you acquired any right-of-way from the Peterkort for this improvement at this time?

RESPONSE: No right-of-way has been acquired for this project.

RECOMMENDATION: None.

COMMENT: What will happen to the comments made at the hearing and how will they be used by the Highway Division?

RESPONSE: All comments made at the hearing and all written correspondence are incorporated into this analysis of the hearing. This analysis and responses will be transmitted to the Washington County Board of Commissioners for their concurrence in the Oregon Department of Transportation's recommended selected alternative. The selected alternative has been based upon the analysis of the hearing and recommendations by the Oregon Department of Transportation's staff and the Washington County's staff.

RECOMMENDATION: None.

COMMENT: Will this be the last hearing or meeting on this project?

RESPONSE: The Washington County Board of Commissioners will/did hold a hearing on this project. As of the time of this writing, this hearing is tentatively scheduled for October 6, 1981 at the Washington County Courthouse, Board of Commissioners' Hearing Room.

RECOMMENDATION: None.

APPENDIX A

REQUEST FOR BOARD ACTION

Agency/Department: Public Works   Agency/Department Head: Larry Rice

To be presented by: ODOT and Martin Nizlek   Telephone: 425

Agenda Title: Highway 217-Sunset Highway Interchange Design Public Hearing

Recommendation of Dept Head ____ Public Hearing x Other ____ (specify)

Estimated Cost: None

Amount Approved in Budget: ____

Contract Approved by Review Committee? Yes ____ No ____

Recommendation:

Your Board accept the preferred Alternative for redesign of this interchange and convey to Oregon Department of Transportation (ODOT) your preference and any modifications arising from the public hearing or your deliberations.

Related Prior Resolution or Minute Order Number ____

Agency/Department: Brief Description of Action Desired and Justification (Attach Supporting Documents/Justification if Necessary)

Forwarded to your Board for this hearing was ODOT's Draft Hearing Study Report. Staff of the Public Works Department and representatives from ODOT will be prepared to provide the staff briefing during the hearing.

Public Works Department staff have worked with ODOT in recommending a modified alternative which alleviates a number of problems voiced by the public on earlier designs.

The Public Works Advisory Committee approved this modified alternative as the most desirable of the three presented.

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 81-549
DATE 10-6-81
BY [illegible]
CLERK OF THE BOARD

Date: September 29, 1981   Signature: Larry Rice (Agency/Department Head)

Comments:

Finance:

County Administrator:

CA:8/26/81

APPENDIX B

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
PUBLIC HEARING TRANSCRIPT

July 23, 1981
7:30 p.m.
Souther Auditorium
St. Vincent Medical Complex
9155 S.W. Barnes Road
Portland, Oregon

Beaverton-Tigard Highway Interchange
Sunset Highway
Washington County

MR. ROBERT BOTHMAN: The time being 7:30 I would like to start this hearing this evening. This is a formal hearing being held in conformance with Federal statutes and regulations and our Oregon Action Plan to consider design proposals and related economic, social, and environmental impacts for improvements to the Sunset/Highway 217 Interchange.

My name is Bob Bothman. I am Administrator of the Metropolitan Branch of the Oregon Department of Transportation here in the Portland area. I will chair this hearing and will be assisted by Bob Heard, on my right, Project Coordinator for our development of the project, and Ken Rolfe, on my left, Right of Way Supervisor for this area. (There were approximately 130 persons in attendance.)

The purpose of this hearing this evening is to receive testimony on the project. If, during this hearing, you have any questions or would like to discuss the project, I would ask that you step just out in the hallway and discuss those questions with staff that are out there. You might be sure, however, to testify in this room whenever you want your testimony to be recorded and become part of the hearing.

In the next few minutes, we will give a general description of the alternatives for the project, the right-of-way acquisition process and the hearing process, and then receive testimony.

The Department produced and released a Draft Environmental Impact Statement in June of 1981 for public review and comment. The testimony from this hearing will be responded to in a Final Environmental Impact Statement.

No commitment has been made by Washington County, the State of Oregon, or the Federal Highway Administration on the alternatives being presented at this hearing.

The purpose of the proposed improvement project is to increase the capacity and improve the safety of the Sunset/217 Interchange and to better serve the expanding transportation demands generated by urban growth.

Two Build Alternatives have been identified and developed for the project by the Citizen Advisory Committee and the Technical Advisory Committee over the past year or so that they've worked on that activity. Also being considered is a No-Build Alternative. The No-Build Alternative also serves as a basis for comparison of the two Build Alternatives insofar as the various impacts.

The project would be financed from 85% Federal Funds and 15% State Funds. The current schedule for the project is to obtain a decision in September of this year and then, subject to a decision, complete and release a Final Environmental Impact Statement in February of next year and to obtain the necessary Federal approvals with that impact statement.

Subject then to funding availability, right-of-way acquisition could start in April of 1982 and construction in 1983, about a year later. More likely the funding would be available in 1985 just as my best guess as to how those funds are now flowing to this Region for these kinds of projects. There is a possibility that we could possibly stage the project, which would mean we could perhaps build the Sunset ramps if the decision is made to proceed - to build the Sunset ramps in 1983 with a partial funding and then proceed at a later date to complete the rest of the interchange. Those partial ramps would eliminate the "weave" conflicts that we will talk about later.

With that brief introduction of the hearing, I would like to call on Bob Heard to describe the alternatives being considered this evening.

MR. BOB HEARD: Thank you, Bob. I guess the first thing we will do is we will discuss Alternate 2 since it seems to be the one I have up on the board. We are going to expand the north half of the interchange. We are going to increase the curve radius and add additional lanes where necessary to take care of the projected traffic for the year 2000. By expanding these curve radaii in the interchange we eliminate four very hazardous merge conditions, the worst one being here on the Sunset Highway with the on and off ramp traffic going to and from 217.

We have a second merge on Barnes Road which is a minor merge at this point. There is a third merge again on Barnes Road with the 217 traffic coming on, and a fourth merge on 217 itself with the Sunset traffic merging with the Barnes Road traffic. All four of these will be eliminated with this expansion.

We have separated the local traffic from the freeway traffic by the use of a new collector street shown in blue on this map. This street keeps the local traffic completely separated from any freeway traffic which would also allow the freeway movement to move unhindered. This plan calls for an access point to a possible Barnes Road connection at this point here, which would serve this area in here as it develops.

We have several pedestrian facilities incorporated within the project. The Barnes Road project which goes from the interchange to the Multnomah County line has just completed the Final Impact Statement which also included sidewalks on each side of the street. This project would connect on to those sidewalks coming along the new Barnes Road extension. This one would go up into there. This one would come along to this new collector street and there would be a crossing at this point. From the north side of the interchange to the south side, we also have a sidewalk through the collector on one side only down into Park Way which will turn and then head into the shopping center area.

In addition to these separate pedestrian facilities, we also have a minimum of 6-foot shoulders throughout the interchange with which bicycle users can use this. So they'll be able to go from one side of the interchange to the other in comparative safety, as compared to what it is today.

We have signals proposed. Under this plan, there's four. The first one being at the intersection of Barnes Road and Barnes Road Extension. The second signal proposed at the Barnes Road and the yet un-named collector street at this point. The third proposed signal is at the intersection of the off-ramp and the collector street, with the fourth one being on the collector street and Park Way.

We have under consideration at this time, due to some input by the local School District and the Washington County bicycle people, taken under consideration a possible signal at this point here which is Park Way and a little short extension of Eastridge Street. The idea of this is to allow pedestrians and bicycles to cross the street at this point so that they can either go into the shopping center or on down to Wilshire.

We also have a ramp closure - the short ramp going into the shopping center. We believe that this is an unsafe condition because of a couple of reasons. One of them is the traffic coming through here could come up here and conceivably go onto the freeway the wrong direction. The second reason is due to the on-ramp from Cedar Hills and the off-ramp to 217 being so close together that the proper merge distance is not there. By closing this ramp we feel that we can extend the on-ramp from Cedar Hills and thereby moving the off-ramp further to the east at this point.

The right-of-way total taking for this plan is 13.8 acres and would involve some displacements up in the Peterkort area and part of the apartment building which we'll get into a little later on. The total cost for this Alternative is estimated at $14,250,000.

MR. BOTHMAN: Bob, you might show the replacement for that ramp that's being closed.

MR. HEARD: The ramp being closed is this one here and the new ramp then to get into the shopping center would come down, cross the structure, take this off-ramp here and then come right on into this intersection with Park Way, which would bring you into the shopping center.

Alternative 1 - the difference between Alternative 1 and Alternative 2 is the fact that this Barnes Road Extension access is not allowed. By not allowing that then the Barnes Road and the 217 traffic would just curve around and loop together, something like so, which would of course eliminate that particular signal. It takes a little bit less right of way with a total right of way there of 13.6 acres and we estimate a total cost under Alternative 1 at $13,900,000. I think that'll do it, Bob.

MR. BOTHMAN: Thank you, Bob. I'd like to, before we go any further, thank the Citizen Advisory Committee and particularly Larry Preuss, who's standing here if you want to raise your hand Larry, which group has really put in a lot of effort on this project over the last year and they really have been a major help to try to look at the alternatives for the interchange. We've looked at a large variety of alternatives and this is the best that we've been able to develop working with the citizens that have worked on the project, as well as our technical staff, over the last year's time.

At this point I'd like to introduce Ken Rolfe to provide a description of the acquisition process.

MR. KEN ROLFE: Thank you, Bob. Ladies and gentlemen, I'd like to read into the record tonight a statement regarding right-of-way acquisition and the relocation program.

There are two alternatives being discussed this evening as Bob has described. Alternate 1 will require the acquisition of about 13.6 acres of land from eight ownerships. It will require the relocation of the occupants of one 4-unit apartment, 4 single-family residences and part of an existing greenhouse operation.

Alternate 2 will require the acquisition of about 13.8 acres of land from eight ownerships. This will require the same relocations as Alternate 1. There will not be a displacement of any non-profit organization on either alternate.

There are three pamphlets available outside the doorway that I urge you to take if particularly you're going to be affected by the project. The green pamphlet is this one and it describes the process of "Acquiring Land for Highways and Public Projects". (Form Rev. 12-77) It covers such matters as the public hearing, the appraisal procedures involved, the definition of market value, procedures for handling payments for property, an explanation of eminent domain procedures and the addresses of the various Right of Way Offices in the State.

The second brochure is the blue one and it's entitled, "Moving Because of the Highway or Public Projects?". (Form 81-734-3772) It describes the relocation program as authorized by the 1970 Relocation Act.

There are also copies of Federal Order 5620.1 available on the table outside the room. These copies of the Department of Transportation Orders specify that in the event of any replacement dwellings required they must be decent, safe and sanitary, functionally equivalent and substantially the same as those acquired and they're fair housing, that is open to all persons regardless of race, color, religion, sex or national origin. And I believe it is very important for anybody being affected by the project to be sure and get a copy of these brochures.

The time required for right-of-way acquisition for either Alternate 1 or Alternate 2 is about 9 months from the date of authorization of the project. This will permit adequate appraisal and negotiation time, and provide at least 90 days for possession of any property being acquired.

As Bob has mentioned, my name is Ken Rolfe. I am the Regional Right of Way Supervisor. Our office is at 9002 McLoughlin Boulevard in Milwaukie. If anybody should have any questions after the meeting that you may think of, our address is on the back of the green brochure so you can give me a call. Thank you, Bob. (Pamphlets referred to above are available at the address stated above.)

MR. BOTHMAN: Thank you, Ken. We'll get on with the process now for the hearing. As you entered the room, you were handed a white card, like this one, to fill out indicating if you did wish to make a statement this evening. If you did not receive a card, if you'd indicate so right now one of the attendants will provide you one to fill out. These cards will be used to call those forward who wish to testify and make a statement this evening. The cards are numbered and we'll simply call the people by the numbers on the card.

Written statements may also be submitted anytime from now until August 3rd concerning these proposals to me, Robert N. Bothman, Oregon Department of Transportation, 5821 N.E. Glisan, Portland, Oregon 97213, and that address is on the wall or on the board to my right. The statements made in that time frame will become part of the transcript as if made this evening so that's an opportunity if you get home and wish to enter something else into the record.

Also, written statements may be submitted this evening and they'll be included in the transcript as if you had testified.

A complete transcript of the hearing and statements submitted to the Department will be made available for public review and copying at the Glisan Street Office, and again that address is on the wall, about September 1, 1981. At any time after this hearing and before the final project approval, probably in about February if we can make a decision, all information developed on the proposal will be available for public review at our office on Glisan Street.

Subject to this public hearing of the alternatives for the Sunset/217 Interchange improvement and selection by the Washington County Commission and the Oregon Transportation Commission, a Final Environmental Impact Statement will be prepared and transmitted to the Federal Highway Administration for their approval; their approval, of course, being required because the project is basically Federal funded.

Copies of that Final Environmental Impact Statement will be available at our offices in Salem and Portland and the Federal Highway offices in Salem. In addition, copies will be made available to the local governments and the Beaverton City Library for maximum review.

An informational session was held here this afternoon when the Draft Environmental Impact Statement and other related documents were available for discussion. Again, I would encourage anyone who has any questions about the project to step out in the hall and staff there will try to acquaint you with the project in order that when you come to the hearing here in this room you'll be able to testify as to what your opinions are.

The purpose of the hearing then is to receive statements from those interested in the project. I would like now to proceed to receive statements on the project, and when I call your name please raise your hand and a staff member on one of the two sides will bring a microphone to you and you can testify from your seat. I might add that it's a good idea to speak directly into that mike. Before you do testify, please state your name, address and if you represent an organization, give its name and then proceed with your statement.

With that introduction then, I'd like to hear the testimony this evening. The first card I have is from Charles Jones.

MR. CHARLES JONES: Charles Jones, 8155 S.W. 74th, Garden Home 97223, and I'm representing Washington County Fire District #1, which this interchange is in our jurisdiction area.

Our prime concerns in this area are, of course, traffic safety and this situation we are experiencing now is anything but safe, so our feelings on that aspect of it are any improvement is going to help. As an example, we had an accident at that intersection at 7:15 this evening.

Another consideration that we have is response routes and times for emergency traffic, and we do run a lot of traffic through that interchange to the hospital, plus fire calls both ways on the road, and including potential access to the development of Peterkort property. At this time, either one of the alternatives appears advantageous as far as the Fire Department goes.

A couple of concerns that we had - one would be the closing of the ramp into Cedar Hills will add about one minute travel time to one of our engines into that area, but we do come from four different directions so we consider that to be a minimal concern.

The other concern might be delays during the construction period and I understand that was discussed at the last meeting and apparently has been pretty well covered so other than that as far as the Fire Department goes, either one of the alternatives would be acceptable to us.

MR. BOTHMAN: Thank you very much. The second card I have is from Robert Hoffman.

MR. ROBERT HOFFMAN: I became interested in this because as a citizen of the area I've been rather upset by things I've had to experience over the past few months in the way of traffic control and the problems I've experienced with the freeway.

I want to thank the folks in the Highway Department, Department of Transportation, because they've spent quite a bit of time with me. On two different days they spent two hours with me and Mr. Bothman broke an appointment the last time in order to spend some more time with me in the afternoon, and we had an extended discussion about some of the things I've seen here.

First of all, I'd like to point out this isn't costing $14,000,000. It's really costing $14,000,000 plus the old freeway that's out there now. And the old one is just about 10 years old. I don't know what you were told 10 years ago, but I dare say that they didn't promise you that in 10 years you'd have to replace everything. And I hope that in 20 years, or sooner, we don't have to replace what's up here but I have severe reservations about it myself.

One of the things that concerns me, first of all, is the amount allocated for the purchase of the property. You will find there's $1,107,000 allocated in the report but we were told verbally at the last meeting a month ago there would be $2,000,000. In the first case, that's $80,000 an acre. In the second case, it's $145,000 an acre which I don't think is particularly bad for commercial property, I think that's appropriate. The tax base for that property, the $1,000,000 property we've been discussing, is $559,200.

But I'm concerned here because there is a lava tube running through this area about which we really know nothing. There's been a study to show it's there. The subsidence in this area, and there's some other subsidences up the road, up the tube, that show it's there. I understand when St. Vincent's put their foundation in that they got to a point where they just dropped part of the foundation into that lava tube. But thus far, there have been no soundings on that tube as far as the Highway Department is concerned. I've been told it's 60 feet down there and it's collapsed but I don't know how anybody knows that because there have been no soundings.

Also, there is a mention in the report in two or three places that there is a unique fold at this point right here, and I don't know what that means, we haven't discussed it, and I don't know if anybody really knows what they mean by that or how serious it is.

Another thing that perplexes me is that as much as I look at this area in here, and as much as I read the report, I can't account for nine acres of property that we are purchasing. The first three or four items of private property and hospital property and things like that I can see. But we're talking about 13.6, 13.8 acres, and I don't see where it is. We just haven't had a chance to talk about it, perhaps if we had a chance to talk about it, I'd know right off.

Another thing is under Alternate 1 there is still an access road required in this area to serve this property in through here, I believe. It mentions it in the report, it says it's required, and that's the reason why Alternate 1 property acquisition costs a bit more than Alternate 2. Regardless, we're going to have a road in through this area.

I would like to make a quotation from the report because I thought this was an interesting quotation, and they're talking about Alternate 2 at this time. Having the Barnes Road Extension out here: "this would encourage greater development of land uses north and west of the interchange. The increased demands would mean more profitable leases and land sales", which I'm really not sure is a proper thing for the study to approach, it's just a personal observation.

Another thing about this is in the future when a transitway is put in there is going to be a complete disruption of this again because the transitway goes right under this and is constructed on this side. They said it's just a tentative thing, there is nothing certain about it, but all the maps show that it's going to go right under the center of the loops.

In addition, the transitway is going to go along this side of the freeway and in order to cut down noise interference, or noise, just noise, coming into these houses in this area there is going to be a wall constructed at this point. Evidently, that wall is going to have to be torn out in order to get the transitway in. It appears that way on the maps. And also it mentions as far as the transitway is concerned that there might be an extra cost there because of the lava tube in the area. Evidently, they are concerned, the people who are designing the transitway are concerned, about moving excess amounts of rock in order to make way for the transitway.

During our last meeting, and consistently through my private meetings with the Highway Department, I've been concerned about the flow of traffic down here, and down this way, through traffic signals. Because I've noted that elsewhere where we have traffic signals associated with the freeway we have problems, and I made it quite clear to the Highway Department I don't think their traffic control is being handled very effectively. In fact, in a discussion outside the room here tonight a man told me he was coming through the new Walker Road signal that goes over the freeway and he said it wasn't operating properly, there was some problem with left turns or something.

I mentioned this to the - I gave a message to Mr. Bothman's office a month ago that that traffic signal wasn't working properly and they still haven't resolved it. But that's a failure in the signal, there are other things in the design that are wrong. We have both things occurring throughout the area - we can talk about Sylvan, there's a failure in that area too. We can talk about any number of signals but I don't want to go into those tonight.

What I do want to talk about is that there's listed 28,800 trips - that includes both ways on this new road that's proposed. But as nearly as I can make out, from the information that has been supplied to me by the Highway Department, it's not included in the traffic flows in this loop. It came in too late to be included, and it's almost twice what is already in the loop, no I'll take that back, it's almost equivalent to what's already in this section of the loop.

I've maintained, consistently maintained, that these four signals through here will not give a decent traffic flow. For one thing, this requires three cycles, this requires three cycles to perform, this requires two, this requires three. We have inconsistencies in the signaling and during the peak hours we had situations developing where if traffic backs up anywhere in this loop it starts bogging down the whole thing and that's been the trouble all the way through the traffic actuated signals we have in the area.

We've been told, I've been told, that this is going to be a Level C performance as far as the signals are concerned, which means it's adequate. Level D is marginal, Level E and F is not satisfactory. Though with the addition of 28,000 cars coming in from up here it certainly is not going to be a Level C, and these 28,000 have not been incorporated in this design as nearly as I can make out. Everything I have, all the data I have that they've supplied to me, points out that this is not incorporated in the design.

There have been a considerable number of mentions at various places about the Cedar Hills Interchange. One of the genuine concerns, and proper concerns, is that the traffic at Cedar Hills Interchange is going to bog down. But one of the intentions is to put this interchange in to assist in that, to alleviate the problem at Cedar Hills, but it appears to me this is going to aggravate the problem right here, Sunset and 217. There's no concern about that.

It also appears that the air pollution and noise evaluations make no allowances for starting and stopping at traffic lights. The considerations are confined to freeway operations as nearly as I can make out.

Finally, the costs of the construction. I have seen a sheet very quickly that describes some of the costs and I didn't do more than just glance at it, it seems to me - I might be completely in error on these figures that come to mind but it seems to me they were $200,000 for traffic signals, something like $400,000 for lighting, it seems to me there was another $400,000 for signs, the earthmoving was it seems to me in the millions.

During the course of our discussion we got to talking about asphalt versus concrete, the costs of the two nowadays are very similar, and I dare say that no consideration of using concrete in this has been seriously given. I would highly recomment it. It seems to me the maintenance costs would be much lower.

In total, I don't believe personally that this design stands up to a quality assurance check, I don't think it - if I could get into it a little deeper - as far as costs are concerned, it would stand up to an audit, and I have distinct reservations about it. I hate to think that we'll spend the next 20 years patching this thing together like we have Canyon Road Exit, Beaverton-Hillsdate Exit, you can go right on down 217 and we're patching things together all the way through it.

We've just spent $600,000 on improving the traffic signals on Canyon Road. I think if I remember correctly there's also $600,000 on the Beaverton-Hillsdale Highway. I don't think that we should be patching things together that never were quite satisfactory because we didn't take the time to work it out properly right at the very beginning. Thank you for your time, your patience.

MR. BOTHMAN: Thank you, Bob. (Applause) I might respond to just a few of those comments so people are not mislead. This project has been designed at the same time that the transitway is designed so the two projects are compatible. In fact, we have the engineering contract to do the transitway design. That work has been completed so we designed this project at the same time. We did not show that project on this project because we are considering them independently. There's no consideration between the highway improvement and the transit improvement at the same time. The hearing for the transitway improvement is now on schedule for October, the document will be released - I'm not - John Lackey I think is going to testify next from Tri-Met and can tell you when that document will be released.

Secondly, the 28,000 cars from the Peterkort Development is included in our traffic forecast, that's simply a fact.

Next and thirdly, the interchange will operate at Level Service C based on our analysis including the traffic signals and including the 28,000 we're anticipating or projecting from the forecasting work - forecasting is essentially done by the Metropolitan Service District based on population estimates and land uses in the County for the year 2000. Air and noise does include stops and starts. That is part of the computer analysis that's been approved by the Department of Environmental Quality and those are considered.

As far as the cost, we now allow alternatives of asphalt and concrete in our specifications and that then is based on the private enterprises. As a State agency, we do not set the costs for these projects, the private industry does. We develop the project and go out for competitive bidding and therefore the bids which come in set the price. I think they are very, very high right now but so is the cost of a loaf of bread, I guess. So, anyway we simply go with that - that cost. So the cost will not be our cost, the cost will be the cost bid on the project by the private industry.

The next person I have is John Lackey from Tri-Met that may want to say some more about the transitway. John?

MR. JOHN LACKEY: Thank you, Bob. I have a written statement to submit to the record and I'll also read that aloud. You had asked when the Draft Environmental Impact Statement is expected on the Westside Corridor Project? We expect to release that - actually the Metropolitan Service District is preparing that statement and they expect to release that towards the end of next month. So with that I'll go on with Tri-Met's statement:

We wish to go on the record in support of reconstruction of the Sunset/217 Interchange. We feel that the major benefits of such a project will be to reduce traffic conflicts and their associated accident potential and to improve the overall operation of the interchange. In addition, the overall increase in highway capacity at this "bottleneck" will be beneficial to us.

As you know, Tri-Met, ODOT, and other jurisdictions have been involved for some time in the analysis of transit alternatives for the Westside Corridor Project. All of the "action alternatives" in the effort include the development of a major transit center and park/ride facility adjacent to the Sunset/217 interchange. Throughout those analyses, we have considered the "Build Alternative 2" (the one shown on the map) for the interchange a given, using it to develop concepts for the transit center.

Cost estimates for the transit center adjacent to the interchange have been on the order of $8 million, the majority of which is required for construction of a separate bridge allowing bus and possibly rail access underneath the Sunset Highway. Other structures in the vicinity would also be required in the event a rail or busway alternative is chosen.

Tri-Met and ODOT staff have been coordinating development of the transit center concept with the interchange design for several months. We feel that this coordination should be taken a step further at this time in order to ensure the most efficient implementation process for both projects. It is essential that these two projects be developed jointly, rather than independently. This would mean that the final design and construction of both projects be conducted in such manner that one does not create difficulties for the other, but rather that they complement each other during the implementation process. The reasons for this type of implementation process are numerous. To name a few:

> First, Funding. As neither project currently has a programmed funding source, a multi-modal transportation improvement would serve to create a larger base of support for programming.
>
> Construction Phasing, second, because both projects will require disruption of the highway's operation, as stated earlier, as well as that of other facilities, it makes sense to consolidate construction such that disruption is kept to a minimum and not repeated within a few years.
>
> And third, Overall Cost. It can be expected that overall cost could be reduced, as construction crews would only have to be mobilized once, and construction management and engineering services can be jointly utilized. Because of the cost magnitude of these projects, we feel they should be coordinated to occur in the most efficient possible manner.

The final review process for the Westside Transitway, as I had mentioned, leading to a DEIS next month and a local decision next year. These schedules are not far apart, and it makes sense to coordinate them at this time.

And this is signed by Paul Bay, the Executive Director of Planning for Tri-Met. Thank you.

MR. BOTHMAN: I might point out, I thoroughly do agree and I would say the Department does agree with John's comments that the way these two projects are now developing it would certainly make sense to construct the two projects at the same time. The slight problem with that in the past has been that with the transitway there are a multiple of some five alternatives including one or several alternatives that don't even come through the Sunset facility so once those decisions are made, and you can see by the schedules, those decisions will be made before we would start construction of a project assuming a Build Alternative is selected for the interchange, so there would be no reason why subject to the right - the two decisions that were matching, that is, the transitway and the Sunset and the interchange that we couldn't build those two at the same time.

The next card I have is William Bates. He indicated he didn't wish to speak, I'm sorry. The next card is Dorothy Johnson - Johnston? Later, huh? The next card I have is Charlotte Corkran.

MS. CHARLOTTE CORKRAN: Thank you very much. I appreciate the opportunity to testify. I do feel that you are trying to do too many things with the one interchange, particularly in Alternative 2, the existence of so many traffic lights seems to prove that there is certainly a need to improve the existing interchange for the free flow of traffic, but it seems unfortunate to get into more stop and start signalized local traffic. Presumably, this problem is why the accident rate would be higher with Alternative 2 than Alternative 1, which I found interesting in reading through the Impact Statement.

The Draft Impact Statement states that Alternative 2 would attract more intensive development than Alternative 1. While I recognize the inevitablility and even desirability of some development in that area, there is no need for more intense development than is provided in plan of development number 17.

The Draft Impact Statement points out how stable and cohesive the existing neighborhoods are. Alternative 2 and the resultant intensified development would significantly and negatively impact those neighborhoods. It would also probably violate LCDC Goal Number 5 by intensifying development at the expense of badly needed open space in this area.

I do wish to commend the Department of Transportation on a very well written Draft Environmental Impact Statement but I do see a few corrections that are needed. Johnson Creek and its tributary streams are not intermittent, they do flow year around. They provide habitat for resident populations of fish, as well as kingfishers, beaver, muskrats, ducks, raccoons and many other species of wildlife not mentioned in the Draft Environmental Impact Statement, particularly semi-acquatic wildlife. There are no rare or endangered species here, true, but there are some very unusual species of wildlife to be found close to residential neighborhoods. Cooper's hawk and pileated woodpecker would be some of those, whereas the Impact Statement seems to indicate moles and gophers as the predominant wildlife and I take exception to that. (Applause)

I do wish that other alternatives could have been considered by the general public. One possibility that I would like to have commented on would be provision for Barnes Road to go towards the west or to have another lane added to Sunset that would carry just Barnes Road traffic between the two ends of Barnes Road. In the absence of any other options, however, I most strongly support Alternative 1 in preference to Alternative 2. Thank you very much.

MR. BOTHMAN: Thank you very much. (Applause) The next card I have is from Art Piper.

MR. ART PIPER: Thank you. My name is Art Piper, 10835 S.W. 121st, Tigard, Oregon 97223 and I'm the Executive Vice President of the Beaverton Area Chamber of Commerce. I will leave a copy of a presentation that I am about to give but I'd like to read this for the record.

The Beaverton Area Chamber of Commerce has been a strong advocate in seeking relief to the safety and congestion problems caused by the weave pattern at the junction of Highway 217 and the Sunset Highway. On November 10, 1977, the Beaverton Area Chamber of Commerce went on record to ODOT stating in part: "That immediate action be taken towards construction of an interchange at the Highway 217 and Sunset Highway/Barnes intersection to correct growing traffic hazards."

We are well aware that conditions at this interchange have not remained constant, but have deteriorated from the time of our initial request.

Although a number of other smaller projects could be completed utilizing the 13 to 14 million dollars required for this project, the Chamber considers the Interchange project of highest priority and should be completed prior to expending funds for lesser priority projects.

The Chamber favors Alternative II for the following reasons:

1. Development of the adjacent land is imminent. It is centrally located between the cities of Beaverton and Portland, surrounded by urban development. Urban infill makes possible an efficient and cost effective provision for public services.

2. A Barnes Road extension north of the Sunset Highway between Highway 217 and Cedar Hills Boulevard will facilitate traffic circulation in that area and remove many local trips from the freeway.

3. Access to the Peterkort property from Cedar Hills Boulevard only, would have a severe impact on that street and its interchange with the freeway, probably requiring additional reconstruction at a later time.

4. Public approval for funding of the Barnes extension stub will have a greater chance of success if secured in the initial proposal. Construction at a later date may require developers of adjacent land to bear the cost of this road section and that would have to be passed on to residents.

5. A Barnes Road extension will make possible access to a Park and Ride lot and station for transit users, a much needed facility in that area.

The Beaverton Area Chamber of Commerce urges that the Beaverton-Tigard Highway Interchange, Alternative II, be constructed, giving it the highest priority, and it's signed by Bob Meyer, President of the Chamber. Thank you.

MR. BOTHMAN: Thank you very much. The next card I have is from Carl Buttke.

MR. CARL BUTTKE: I'm Carl Buttke. I'm a consulting transportation engineer. My address is 2780 S.W. Sherwood Drive. I'm here on behalf of the J. Peterkort Company and the Peterkort family who owns land and the businesses north of the interchange site. They will be submitting a letter for the record in the next several days but I'd like to summarize some of their concerns and comments.

First of all, they do favor Alternative 2 for the interchange and urges its adoption, however, they would like to see, if possible, the interchange tightened up in size somewhat to reduce the amount of land required for the facility.

They will also need vehicular access on the north side of Barnes Road and the realignment of Barnes Road of the existing section east of the intersection. They're suggesting a driveway to be located at the signalized intersection opposite the north-south connector road which passes from Barnes Road down to Southwest Park Way.

And we'd like to point out, in various places in the EIS, the Barnes Road Extension is referred to as a road to serve undeveloped land to the west. In actuality, it's a construction of a missing link, or it would be the construction of a missing link, of Barnes Road between Highway 217 and 112th and realignment of existing section of Barnes Road west of 112th to provide the County with a continuation of an east-west arterial not only to serve this land to serve traffic circulation to the west and to the north. Thank you.

MR. BOTHMAN: Thank you. Dorothy Johnston is prepared to testify now.

MS. DOROTHY JOHNSTON: I'm wearing several hats when I got here this evening. First of all, I'm coming as CPO President. We were asked to make a recommendation on these two alternatives and it was the decision at the Executive Board prior to the meeting at which we were to make this recommendation that if there were 60 people in attendance we would then present these alternatives and make a recommendation to ODOT. There were not the 60 people there so we felt it was best that people come out here to the meeting to be heard as to their recommendations regarding these alternatives. That's why the CPO didn't make a recommendation.

Now as a resident of the area, I might say I am in support of Alternative 1 as it remedies very well the problems that now exist and will exist in the future. Alternative 1 remedies the problems of the traffic flow, the serious problems that exist on Sunset Highway merging traffic, and I think that it does not open the can of worms that Alternative 2 does - Alternative 2 remedies some situations and then creates others. If at a later time, Barnes Road should be extended, it should be extended as a frontage road instead as a circular, serpentine road through the Peterkort property.

The other thing is, we are given the idea that Peterkort is a given thing. The Planning Commission, the County Commission of Washington County, have denied their amendment which would rezone this property and I can't understand why ODOT continues to use this as a given.

MR. BOTHMAN: (Applause) Thank you very much for your testimony. We have as a matter of fact, as I understand it, assumed the POD as a given for Alternative 1 but have assumed additional traffic from additional development with Alternative 2, and we did that frankly as just our assumption that it would be as has been testified previously not that wise to not design an interchange with this investment without providing for whatever future might come. So, perhaps that's a wrong assumption and if so that can certainly be corrected, but our feeling is that if you are designing a facility like this at this cost, and this I might say is one you would expect to live with period, whereas what you have there now was never intended to last for very long, only until we could get a project to build to improve it. You probably should build for whatever eventuality might come your way. Maybe that's the wrong assumption, if someone wants to comment that's perfectly fine.

The next card I have is from Harold Wik.

MR. HAROLD WIK: I won't take much time. I'd like to echo the sentiments of Mrs. Johnston and Mrs. Corkran and two comments.

One, I think it totally inappropriate for a State report to include a veiled intent to encourage development. I really think that's inappropriate. (Applause)

Second, I think violating a flood plain is something very serious. I'm really concerned about the implications of Alternative 2, not the interchange itself. It seems that the driving force is industry and dollars when really that flood plain has been there a long time and I think that has to be respected. I'd consider it just environmental rape if that were to occur on Barnes Road.

MR. BOTHMAN: Thank you very much. The next card I have is Philip Duffy. Thank you very much. The next card I have is Craig Finley.

MR. CRAIG FINLEY: Thank you, Bob. My name is Craig Finley, 6801 S.W. Sunset Highway. I'm a local neighborhood businessman and fairly familiar with the Highway Department. But my reason for being here tonight is in support of Alternative 2. I can't imagine anyone in this room not being interested in the safety factor of it - many times during the day I may drive this a half a dozen times and safety is so obvious I'm not going to dwell on that.

But my main reason for comments tonight in support of Alternative 2, and this is pretty simplistic but I'll hang my hat on it, growth is going to occur here whether we like it or not and certainly we'd all like grandiose ideas, and there's been some thought about that thrown out tonight, but the money just isn't there and as a taxpayer I think this is a logical step to plan for future growth in this area and so basically that's why I'm for plan number two because funds are apparently available and if you wait, and wait, you're going to triple the cost of this. I'd do it one step at a time and hopefully I'd like to see them pound nails tommorrow. (Applause)

MR. BOTHMAN: The next card I have is, and I may have a little problem here, is that Ray Fudler, Fudler. Is that Fiedler?

MR. RAY FIEDLER: I'm Ray Fiedler from Fiedler's Mobile, Cedar Hills Shopping Center. I don't know too much about the interchange; as of yet, I haven't been too versed on that - my main thing is that off-ramp the exit coming from the west onto Cedar Hills Shopping Center.

I don't know where their statistics are coming from as that being a hazard area cause I've been there for 17 years and I don't recall one accident on that ramp coming in. This is my biggest beef about the whole thing because this is where all our - 25% of our business comes off the highways, especially in a service station business, and it would isolate that part of the area and I see where if this is blocked for everybody that's coming from the west, going to the east, would have to go out right past the whole area, the whole Cedar Hills Shopping Center, and come back in. Well, that being so close to Portland I think it's absolutely a lost cause.

So, really like I said, I don't know nothing about the rest of it, I haven't been versed too much, Bob Hoffman came over and talked to me the other day and brought up some good points about tunnels but my big factor there is the isolation part of the western part of Cedar Hills Shopping Center. I thank you.

MR. BOTHMAN: Thank you very much. As Bob tried to explain, what we're doing here is forecasting a growth in traffic of about 40%, so what we're looking at is a potential future problem with the on-ramp at Cedar Hills Boulevard westbound and the off-ramp into the shopping center which would be somewhat similar to what we now have right here at this interchange on the westbound traffic. So we're looking ahead to try to solve that problem so that's a purpose and your comments are well taken.

The next card I have is Tom Macdonald.

MR. TOM MACDONALD: Tom Macdonald, 18355 S.W. Division, Aloha, representing the Washington County Traffic Safety Commission as Chairman. We strongly favor this particular project. We recommend Alternative 2 because we believe it provides a more effective traffic flow and we wish these people well. Thank you.

MR. BOTHMAN: Thank you. The next card I have is Sandy Casper? Just a second, if you'd use the mike then we can catch this.

MS. SANDY COOPER: I'm concerned about this so-called park and ride. What's going to become of the Tri-Met situation? I understand they are going to move from the back of the shopping center to the front of the shopping center? Is that correct?

MR. BOTHMAN: No, the proposal is the Westside Transitway Project, which is a $300 million proposal here on the west side connecting Portland with somewhere east of Beaverton and one of those alternatives passes through this area and that proposal, which is still in the planning stage, provides for a transit station which would be located just north, just about where the greenhouses are now, just west of here and north of the Sunset Freeway and about where the greenhouses are.

MS. COOPER: So that's a long time down the road then.

MR. BOTHMAN: That's a longer term although the schedule has not really been set, it could be as - well I don't know - is John still in the room? I guess he left. I'm not sure that schedule - you know it's within the 5-year framework perhaps, if the alternative is selected in this corridor and if the funds come and if they proceed on that schedule. Those are all "ifs" which I don't know. That is partially the reason why we've run the two projects separately, they're on a different set of assumptions driving the two projects. But they could come together, and if they did, then that station could be built in the next five years.

MS. COOPER: I see. And the other thing is I don't know where these traffic lights are. Could a pedestrian get from say Wilshire Street to St. Vincent Hospital on foot? I mean would they be able to negotiate the traffic, are there going to be lights?

MR. BOTHMAN: Right. They would walk, in that particular case, I think they'd hit all four signals. They would walk through four traffic signals with a walk, you know it's kind of a pedestrian walkway, and then have a sidewalk between the two. Three? Three signals, I'm sorry. A possible four if we add the one on the south side. Thank you very much.

The next card I have is Richard Carlson.

MR. RICHARD CARLSON: My name is Richard Carlson. I live at 9110 N.W. Stark Court, about a half-mile straight north of the hospital here.

I'm concerned that the Department of Transportation hasn't learned anything from the experience on 217 where they started out with grade level crossings at Walker Road, at Allen and Denney. Every one of these three intersections has been the source of many accidents because of the cross traffic. In fact, my children and ex-wife were involved in an accident at Walker Road where a guy coming down going northbound on 217 while they were building the overpass there, this is about nine years ago, just didn't expect the traffic light there and hit the family broadside. Fortunately, and I'll speak up for shoulder harnesses and seat belts, they weren't badly hurt.

But this particular crossing, as sure as I'm standing here, would pose nothing but problems. There's heavy traffic on Barnes Road, this presumably would be signalized. You would have traffic right from the beginning having to stop for signals, the traffic coming west on Barnes would not be able to flow onto this 217 without stopping or having the traffic on 217 stop.

It simply is a repeat of the bad situation and a lot of money would be wasted building this as a grade level crossing only to immediately sense the need for having an overpass there. Why even bother to build a grade level crossing even if it's only going to last for a few years. If, in fact, 217 is to be extended at some future date I would much rather see, you might call it Alternative 1½, where you would keep this overpass here but maybe widen it a little bit to accommodate a later change.

In other words, you would have the traffic flowing from Barnes onto 217 much as you have on Alternative 1. In other words, it would flow this way and this way with no cross traffic, no signals. Then if at some later point you want to extend 217 you don't have anything to remove here, you go right into building an overpass. In other words, so that - Barnes would go over 217.

I think if you build this type of construction right now you're asking for trouble, we've seen fatal accidents, I forget whether it was at Denney or Allen just last year, there have been many other accidents which have not been fatal. This is asking for trouble, it shows that nothing has been learned from the experience over the past decade on Highway 217. Thank you. (Applause)

MR. BOTHMAN: I think to respond in just two ways. One, the examples on Denney and Allen, of course, as well as Greenwood if you want to go on to the south, is that - those were signals in the center of a freeway. Now our alternative was with the money we had to build the freeway complete with interchanges which we could have done although at today at this point in time when the freeway would not reach this far, and this hospital wouldn't be here, we wouldn't be sitting here this evening.

What I'm trying to say is what we've done with our funds is build the basic facility on 217 and then as the public made the money available we proceeded to complete the interchanges. Now maybe that's wrong. If it is, then we've made that mistake. But that's a very common way that we've built a great many of our facilities. We use every penny that we have. We've never saved any money, you know, we don't have anything else to do with the money but build the roads, so that's the way - used the money to get the basic facility through. When we did that, of course, on 217 we certainly anticipated that we would be completing these interchanges long before now. But the funds have just simply not been made available from you folks to accomplish that work.

I think it's fair to say that what we've tried to do, and maybe we haven't succeeded, is to separate the freeway traffic from the arterial street traffic, and there are very few examples of interchanges or overcrossings on the arterial street system. I don't think there's one out here in this area. You're adopting a system of freeways and applying that to the intersections.

We feel, like I've said before, that these intersections will operate on a 20-year period at a Level Service C, and as has been mentioned by a couple of letters we've received already, that's a far higher level of service than most of the other intersections will be operating in Washington County in the year 2000.

The next card I have is from Chris Thoms.

MS. CHRIS THOMS: I'm Chris Thoms. I live at 9935 S.W. Taylor. First of all, I have to state that I am absolutely opposed to Alternative 2 that accommodates a five-lane freeway that serpentines through the property. It's something that I feel that the neighborhoods surrounding simply can't withstand.

I also have a concern about noise. I didn't see in the Environmental Impact Statement anywhere where you had taken noise samples directly to the north of the interchange. And because 17 is depressed on a north-south axis, I think it acts as a megaphone towards the north and I've never seen any samples but it's very, very noisy north of the interchange. I'd like to see something, something done with that or just to find out if it is too noisy or whatever.

I have to also say that I am concerned about the collapse feature in the lava tube. I wrote a letter just this last week which is the second one that I've written to ODOT concerning the collapse feature. And I realize that perhaps it is a vague issue. It may be vague because indeed a lava tube looks just like any other hill until there's a significant feature on it. Neither of these build alternatives reflects any consideration for preservation of this collapse feature and the adjacent pressure ridge. The lava tubes are listed in the CPO 1's inventory of cultural and historic preservations as a site which is possibly suited to preservation.

Now I realize that the entire lava tube can't be preserved because it's already been built upon, but certainly I feel that there should be some kind of serious study, outlook, whatever, concerning this collapse feature. It is significant in that it does not commonly occur in Oregon where there is a collapse in a lava tube and an uplift beside it, and it simply is otherwise unknown west of the Cascades. The Catlin Gabel Lava Tubes are the oldest documented tubes in Oregon and they mark the western extent of the Boring Basalt. All very geologically, geological and perhaps completely unknown but nevertheless significant in our own sense of what we consider to be education.

I feel that it classifies an important role in the volcanism in the geologic history of Portland and I think it should be at least considered for preservation by the Oregon State Highway Division, and not, simply not, filled in because it's a nice hole to put dirt into. Thank you.

MR. BOTHMAN: Thank you very much. (Applause) The next card I have is Bruce Schweclar, I'll let you pronounce it.

MR. BRUCE SCHWEGLER: I think everyone's comments are very good and I agree with most of them. What I would like to say is I think that there is a possible third alternative which might be temporary in a way but would give the Highway Department a chance to study the problem and come up with other designs and this temporary solution would save 75% of the cost and solve 80 or 90% of the problem. And what I'm saying is that instead of building all this area in here, simply build this new section of overpass along here, widen the road out with a take-off here and continue it out here, leave the rest of it as it is.

The primary problem as I see it using this interchange a great deal is the weave off of the Sunset Highway onto 217. Well, by dividing this off onto basically a frontage road, the same situation we have farther on down at the next interchange, then the weave would not be occurring in 55-60 mile an hour traffic. The weave would be occurring on a frontage road where people have time to decelerate and time to accelerate so that the through traffic would flow smoothly and the weaving would occur in a separate area completely separated by a barrier.

I don't have cost estimates scientifically done but I would estimate it to be $3 to $4 million. The other $10 million of the project money could be spent on other improvements in the area, and I'm sure there are a lot of them that other people here would like to see done.

MR. BOTHMAN: Thank you very much. (Applause) The next card I have is from Ron Jamtgaard.

MR. RON JAMTGAARD: Can you hear me over the buzz? The Draft Environmental Impact Statement does acknowledge that the plan for this area is POD Number 17, which does not include this extension of 217, implied or otherwise. In fact, it specifically doesn't show any major arterial passing to the north of the intersection. It appears to me that the adoption of Alternative 2 not only opens up the possibility of that, but invites it. It invites it in a very direct way.

I believe the residents of the area have spoken in the adoption of POD 17 and I would like to see the wishes of those who live here honored in a more direct way. What I see happening is that the Highway Department is saying well perhaps we know better what's best for you citizens who live in this area and you ought to plan for the future growth and expansion. We would like that growth and expansion much more controlled than this would imply.

One of the proposals for development in this area, as you know, is the Peterkort property. The property which they made in this County during the last year, which has since been denied, called for establishing a traffic pattern which would call for a daily influx of vehicles roughly equal to the capacity of Sunset Highway. It was that heavy a period of development that was proposed. This is what was rejected by the County Commission on the basis of lack of need primarily. Lack of need in this area for that intensity of development, commercial and otherwise.

Therefore, it appears to me that Plan 2 is a case of over-development which is stronger than the residents of this area want, as expressed by them in POD 17, it is encouraging a much heavier level of development than we're proposing for our own community.

Later in the Environmental Impact Report it refers to the "phenomenal growth on the east end of Washington County". We agree it indeed has been phenomenal, that does not mean that we encourage it to continue that way indefinitely, nor does it mean (applause) - thank you - nor does it mean that we want to use our current tax dollars to encourage it to happen right here where we live. (Applause) So the people have spoken through their planning process. The people here tonight are speaking, I think, in favor of solving the safety problem which is very real today. We acknowledge that we have a problem and we're glad that you're here with the money to solve it. That's good. I speak in favor of Alternative 1. Thank you. (Applause)

MR. BOTHMAN: Could I ask a quick question? As I understand the CPO, it does acknowledge the POD Number 17. What is the access for that development? How do you get from that development to the freeway? My question is, how does that land use get to the freeway?

MR. JAMTGAARD: The plan does not specify a north-south linkage of 217.

MR. BOTHMAN: I guess it just doesn't specify. Okay.

MR. JAMTGAARD: That is correct.

MR. BOTHMAN: That means it can't occur. If you can't have access, you can't have land use. Well, would it be reasonable for us to design under that assumption? I guess you're saying that it is.

MR. JAMTGAARD: I think Alternative 1 is responsive to the kind of development we want under POD 17. Alternative 2 is responsive to the need of one developer and one landowner who happens to want something that the rest of us here maybe do not want.

MR. BOTHMAN: But you're not providing any access for POD 17.

MR. JAMTGAARD: What we are providing is that there is a need for Barnes Road which is already absorbing a lot of incremental traffic that was needed for the Medical Center. We also recognize a need over time for something on the west side of 217 for Barnes Road. Something over and above what we have today. The people here have disagreed and have had long meetings about what the alignment of that road should be, but we're saying that the needs that we can foresee can be served by Alternative 2 coupled with some form of Barnes Road linkage that we've yet not specified. That's my understanding and I invite others to comment. Did I say 2? Thank you, I stand corrected.

What I'm trying to say is that the Alternative 1 coupled with the yet to be decided, so-called Barnes Road Extension, which, and there are a lot of ways to talk about that, would be sufficient to handle the level of development we anticipate under POD 17. But it would not be consistent with what Peterkort has proposed. I acknowledge that.

MR. BOTHMAN: We're not - I suppose we've been caught up, our Department's been caught up, in this land use issue. That's very obvious because people have testified already this evening that we have not accounted for growth and have underbuilt our facilities. Now you're saying don't overbuild the facility and yet in fact you're telling us, I guess I'm hearing you say, do not build for any access from Barnes Road to the north.

MR. JAMTGAARD: Not so.

MR. BOTHMAN: Okay. What should we design for?

MR. JAMTGAARD: I think Alternative 1 allows people to get on Barnes Road going either east or west.

MR. BOTHMAN: Okay. Then the POD would have to access through the neighborhood to Leahy Road and then onto Barnes Road.

MR. JAMTGAARD: That is correct.

MR. BOTHMAN: Okay, that's your plan.

MR. JAMTGAARD: And our plan would call for clearly the capacity of Sunset Highway to be added with one single development here, is not in keeping what many of us contemplated in POD 17. Clearly, it isn't. This is very consistent with that level of development in that area, - to me it's the most significant thing I could point to on this plan and say I object. By the same token, getting rid of what we have today is very important, it is not safe. We want change.

MR. BOTHMAN: You, know what that means - a lot of people are from the CPO here I think, tonight, is that - really what you're telling us to do is to delay the project then until you obtain a comprehensive plan - that's really what you're saying - you do not - you have given us two options and we vote for Alternative No. 1. I accept that. Thank you. (Applause)

Okay. The next card I have is Eric Cole. Eric Cole, oh pardon me. The next card I have is a question mark on Blanche Cook. A maybe.

MS. BLANCHE COOK: I live in the neighborhood on Berkshire Street and I wasn't going to talk because I don't have the Impact Statement. I have not studied it, however, I do wish to comment on two things that the first gentleman who spoke brought up. I have never heard of the lava tube before and I had quite an experience over in Raleigh Hills when I lived over there on 70th. Washington County came in to pave the street and the contractor almost lost some heavy equipment in a great big gully that they were unaware of, and they had to pour in truckload after truckload after truckload of huge big boulders and gravel, and that ran the cost of that street up tremendously. And I would not like to have that happen out here.

The other thing is - he also said something about Westside Transit coming in later on and removing the sound barrier. As I said, I live on Berkshire and I spoke at the last meeting and am three blocks off of 217 and we have quite a bit of highway traffic noise there. And, again, I would hate to have the residents up in this area go through the same thing.

There is one other thing I would like to question, and the cost estimate is today's dollars. How much is it going to be inflated two to five years from now?

MR. BOTHMAN: I really can't answer that. I don't know if anybody can. We're using 8½% right now. Whatever number you want to use, you can use for the future inflation. If you take the new administration they're talking 4%, today it's whatever it is - I don't know, there's no way to anticipate that that we're able to judge.

MS. COOK: Where will this additional money come from:

MR. BOTHMAN: I might explain that in just half a minute that the funding for this project is from the Interstate Transfer Program, specifically from the 505 Freeway, and that funding is escalating at the National Construction Index. So the funds available escalate with that index. That doesn't quite take care of Oregon because our index is more volatile, sometimes it's better and sometimes it's worse, right now ours is very much better. Our Construction Index is very depressed right now on freeway work. Our contracts are going anywhere from 20 to 30% under bids where the national average is about 1% above. But that's just today - I have no way of judging where we'll be in five years. That's a good question though cause the cost will be different I assure you.

I'm not sure on the noise barrier, Leon is our Manager on the Westside Transitway Project, whether that project addressed the noise issue there coming into the interchange or not.

MR. LEON BROCK: The detail at which the Transitway was developed didn't address specific noise sites. We recognized there would be some but I don't think we actually designed a wall there, Bob.

MR. BOTHMAN: So that that really has not been addressed as part of the other project. If that alternative were selected, it would have to be, obviously, because that project is under the same guidelines as we are - our Department insofar as accommodating noise protection for neighborhoods.

The next card I have is Kenneth Hampton.

MR. KENNETH HAMPTON: Yes, I'm representing the Orchard Hill Neighborhood Organization, as well as myself this evening. I'd like to get a couple items straight. Now is my understanding correct that you said that this project will not be constructed? Well, let me re-phrase that. That if the transitway alignment is chosen for Sunset and the transit station is decided to be put at this location, that the construction would not occur at the freeway interchange until the transitway construction occurred?

MR. BOTHMAN: That decision has not been made, but the Tri-Met folks have requested that we build the two at the same time.

MR. HAMPTON: When will that decision be made?

MR. BOTHMAN: Some - well first of all, the Tri-Met decision has to be made which will not be made until the middle of next year. I would assume that decision would be made between, at the earliest date, in the Spring of '83 and perhaps the Spring of '85, somewhere between those two dates.

MR. HAMPTON: Which decision are you referring to now?

MR. BOTHMAN: The decision as to whether or not you would build the transit facility and the highway facility at the same time, wasn't that your question?

MR. HAMPTON: Yes, right.

MR. BOTHMAN: The answer would be sometime between the Spring of '73 and the Spring of '75. Eighty, I'm sorry, '83 and '85. I wish I could go back sometimes. It would be a lot easier. I wouldn't do it though.

MR. HAMPTON: One of my basic concerns is the undertaking of a project of this magnitude prior to the completion of the County Comprehensive Plan and of the local community plan. It has long been acknowledged that traffic ways, I believe in most circles, should be predicated on and determined by the land use that's going to occur in an area rather than the opposite, which seems to be occurring here, where the design of this interchange is going to determine the extent and magnitude of future development of the land before a plan has even been made.

Alternative Number 2 is predicated on the scheme that has little or no validity and certainly no official standing. It is merely a notion of the Highway Division; they've chosen to accept the Peterkort project as an example of the most intense development possible. Consequently, the traffic projections are based on the densities of development that may or may not be permitted in the future. In doing so, ODOT has disregarded the existing POD Number 17 and the new comprehensive plan.

ODOT has also disregarded the possibility that eventual development may be much more dense than that proposed by the Peterkort development. Nobody knows. I request also since the Peterkort development has no standing that any reference to it be deleted from the Impact Statement and that your calculations not be based on that project.

I am particularly concerned by the projected traffic of the so-called Barnes Road Extension. The total of 28,800 trips per day is equal to the number of trips of the eastbound lane of US 26 on the overpass. One of the obvious questions is where is that traffic going to go? Is it going to the Peterkort project, is it going to the other end of Barnes Road, is it going to Cornell Road or is it going to local streets?

The Barnes Road Extension scheme should really be called a 217 extension because exactly what it is will be a freeway continuing on to the west.

One apparent justification for Alternative No. 2 is that without it a cost of $140,000 would have to be incurred to the Cedar Hills Interchange. To save this $140,000 you are willing to spend an additional $350,000 at the 217 Interchange if Option 2 is chosen. It seems clear that no decision should be made on the 217 Interchange at all until a coordinated decision is made on the Cedar Hills Interchange and that no decision be made on either of these interchanges until a comprehensive plan is completed, determining which land uses will be permitted on the Peterkort/Teufel land and all other vacant lands of the CPO.

The suggestion has been made that traffic going east on Barnes Road be accommodated without traffic signals. The response was that additional rights of way would have to be purchased and that option would not be cost effective. One of the questions I would like to see addressed is, would that option be cost effective if it were incorporated with the transit center development in some manner?

In summary, I am asking that the decision of the 217 Interchange be postponed until a light rail decision is made and until the County Comprehensive Plan is adopted. Thank you.

MR. BOTHMAN: The next card I have is from Berkeley Merchant or Merchant. Right down front.

MR. BERKELEY MERCHANT: Thank you. I am Berkeley Merchant; I'm a local resident. I live at 470 N.W. Torreyview. What I would like to do is try and summarize, I think, what I have heard here tonight as a local resident.

You've presented us with three alternatives. I'd like to echo the comments made previously that - it seems to me that I personally favor Alternative 1 for the following reasons many of which have been stated here this evening.

Alternative 1 remedies the safety situation and yet at the same time does not aggravate or create any new problems in the area.

No. 2, it can be done at a reduced cost and as a taxpayer that affects my pocketbook.

No. 3, it would use less land.

No. 4, I believe that you have a mandate and that mandate is stated in POD 17 and that as local residents, if we wish to change that mandate, we will do so in the County Comprehensive Plan or in the local community plan.

I feel then that you should plan for the future growth as it is stated in existing documents and not encourage future growth, which is what you seem to be doing with Alternative 2.

As I listen to the testimony tonight, with the exception of the Fire Department, it seems to me that what I have heard is all the special interest groups advocate Alternative 2 and yet all the local residents seem to be advocating either a deferred decision or a decision which solves the safety problem which is Alternative 1. As one who drives through that intersection twice a day at peak-load hours, I am very concerned about the safety and have almost been involved in two accidents in the last year.

In summary then, it seems to me that your mandate should be to build now what we need to solve the safety problem and not encourage future growth. That is a local decision. That is a decision that we as local residents have to face up to and have to make, we will do that, we have already done so in POD 17. We have an opportunity to do so again in the County Comprehensive Plan. In summary, I do not believe that you should encourage future growth.

As one last comment, I believe the representative from the Beaverton Chamber of Commerce testified that his third point for advocating Alternative 2 was essentially that the small nub there would be borne by the taxpayers instead of the developers and that if it was not built, that the poor developer would have to pay for that in the future and pass that on to the landowners. I see no reason why I should subsidize the developers or future landowners. Thank you.

MR. BOTHMAN: Thank you. The last card I have is Larry Preuss. Do you want to make your summation too?

MR. LARRY PREUSS: Thank you, Bob. My name is Larry Preuss. I am Chairman of the Citizens Advisory Committee on the 217 Interchange.

I just wish to make a few comments regarding this interchange. There are Committee members in the audience here and I wish, first of all, to thank them for the work that they have performed on this interchange.

The decision did not come lightly for us to vote unanimously for Alternate No. 2. The reason for it is multiple really. The development of the transit station, if that is decided as far as the westside corridor is concerned to be on Sunset, does mean that there would have to be an access north of 217 and Barnes Road to enter into the park and ride station.

There is also statements on record in the County that any development within the Peterkort property, and that does include the POD 17, that there would have to be a collector street going through that property.

Now, there is a lot of discussion here tonight as far as land uses and I have already made reference to it myself, this is not part of this decision tonight. I repeat, it is not. This is an interchange only. It is a development that we as a Committee felt was very important in different phases.

One, was to keep the neighborhood traffic separate from the freeway traffic. Freeway traffic should have the full flowing process.

Second, we did address the pedestrian problem by putting at the interchange access for not only pedestrian but the bike path as well.

Third, was the alternative or the acceptance of that transit system within the interchange itself. With these things in mind, the Committee did vote unanimously for Alternative No. 2. I thank you very much.

MR. BOTHMAN: Thank you. That is the last card that I have. Is there anyone else here this evening who would like to testify? You are perfectly welcome to testify now if you so desire. There is a gentleman in the far corner. It would help if you would give us your name since we don't have a card.

MR. GORDON UTTER: Thank you. My name is Gordon Utter. I live over on 114th. I just had a couple of questions. We got here late and we don't have all the information that we probably should. Do you have right of way for this project on private land which is probably Peterkorts?

MR. BOTHMAN: No, there is approximately 13 acres would have to be acquired for the project, depending on the alternative selected.

MR. UTTER: Okay. Well, I want to stand on record as being, you know, diametrically opposed to Alternate No. 2, that we favor Alternate 1 because it seems to do what's necessary to be done right now. And the reason I asked about right of way is that this right of way is on Peterkort's property, you know, I just wondered about that whether or not you had - since you sort of got an access route into their property, whether that had already been accessed or not.

MR. BOTHMAN: No. Initially we did discuss the right of way. I think there's some eight parcels, is that right, about eight parcels or eight different property owners involved that would have to have property acquired for this project, Peterkort being the largest.

MR. UTTER: Thank you.

MR. BOTHMAN: Is there anyone else here this evening who would like to testify? Right in front of you, Leon.

MR. KEN HAMPTON: Yes, Ken Hampton. I don't want to testify, I would like to ask a procedural question. What will happen to the comments tonight and how will they be used by the Highway Division?

MR. BOTHMAN: Good question. We will take the comments this evening, transcribe the tapes, I hope we have good tapes, and from that we will write what's called a hearing study report. We will attempt to analyze all the comments that have been made this evening plus all the letters, and they are flowing in rather rapidly on the project. We will take all that information and try to summarize it and from that either pick one of the three alternatives or some variation of one of the three alternatives.

MR. HAMPTON: When you say "we" -

MR. BOTHMAN: We, being the Oregon Department of Transportation, specifically me. You're pinpointing me very close.

MR. HAMPTON: This will be the last or the only - the last public hearing -

MR. BOTHMAN: No. The next thing that will happen after that, we will present that to the Washington County Commission. At that Commission the normal procedure is that they will formally adopt and move towards an ordinance for an alternative. In other words, at their hearing they will primarily be talking about the alternative that their staff recommends to that Commission. And, of course, they will use our hearing study report as a basis for that recommendation.

Then, based on that decision, the next decision is by the Oregon Transportation Commission, that's my boss, and we will take to them the County recommendation - the County ordinance plus our recommendation for their decision. If those two are the same, we've got a project, if they are different, we don't have anything. We start over again.

And then the next step from that is to advance it to the Federal Highway Administration. Their approval is one more of procedures, whether we followed the correct procedures, whether I've said the right things tonight and that sort of thing. And whether we have covered off all the impacts such as the lava tube and those things. So that we have those several hurdles to pass.

MR. RON JAMTGAARD: I would like to ask one question. My name is Ron Jamtgaard. I live at 8975 N.W. Torreyview Court in Portland. The statement was made that a computer analysis had indicated Class C service through the year 2000. Was that analysis based on Alternative 2 with four stop lights included in the analysis?

MR. BOTHMAN: That's correct.

MR. JAMTGAARD: Thank you.

MR. BOTHMAN: The one difference that has been pointed out with Alternative 2, we did assume the higher use in the POD area and then Alternative 1 we assumed just that POD. That's proving to, perhaps, be an error. You want to catch another one here Leon? If you would state your name please.

MR. CHARLES KOFLER: I can probably talk about loud enough without it, but the problem I am wondering about is Barnes Road going west and merging into Sunset Highway, also going west. This seems like a rather dangerous merge at the present time.

I am wondering about the consideration of extending the Barnes Road as a protected frontage connecting Barnes with the Cedar Hills

Boulevard area. A lot of prople coming down Barnes at this time have to make that dangerous merge in and then exit again off of the Sunset Highway at the next off place to go either down on to the Cedar Hills Boulevard or down towards the Cedar Hill area. And that protected continuation of Barnes Road could eliminate that dangerous merge of Barnes into the Sunset Highway at that area by continuing connecting Barnes to Barnes along as a frontage road between where it has to dump in rather suddenly right now and then with the connection of Cedar Hills area or the next exit. That's just a question about development. Thank you.

MR. BOTHMAN: Right. In response to that we did not mention, but the design does provide for an additional third lane from the on-ramp westbound from Barnes Road to the Cedar Hills Interchange. Also, earlier in some of the earlier designs of the development of that area there was a frontage road almost - now this would be separate from the freeway, it was slightly north of the freeway, that would have connected up to the 112th Street area. It would have been independent of the freeway.

You're bringing out some good questions which have already been addressed, and that is that we, I guess, don't really know what that Barnes Road Extension is going to look like. And what we have to do is try - if we have a sufficient problem to move forward with this interchange at this point, we're stuck with trying to outguess what that is going to be.

On the other hand if we delay, then we have the very strong potential of losing the funding for this project. So I guess we're caught in that bind of trying to satisfy those two requirements and I, frankly, after this hearing don't know how we are going to deal with that issue. Yes?

MS. SANDY COOPER: I just wanted to make one comment. While I am very much concerned about pedestrian traffic and traffic signals would allow pedestrians to get across Barnes Road, I concur with my friend here, I really feel that with that extension - that blue extension that seems to be a continuation of 217 and you have to put a light in there, that you are going to be creating another Allen Boulevard-Denney Road situation. I mean it seems so obvious to me and I am here tonight to state that I favor Alternate 1 for that reason.

MR. BOTHMAN: Thank you. Would you state your name?

MS. COOPER: Yes. I am Sandy Cooper and I live on Scenic Drive.

MR. BOTHMAN: Oh, thank you. I should have remembered. I'm sorry.

MS. COOPER: That's all right.

MR. BOTHMAN: Was there someone else here - down - that wanted to -

MS. DOROTHY JOHNSTON: My name is Dorothy Johnston and I live at 11140 N.W. Copeland in Portland. And the statement was made here that we are just doing a transportation study or a traffic alleviant, or whatever you want to call it, we are not dealing with land use. And I think that is a very erroneous statement because far too many times the highways that have been created create the development of the land and created in an uncontrolled way. I don't think anybody can responsibly make that statement.

The other concern I have is again what has been stated here. So much of the time it's always referred to the development of Peterkorts on that land. Now, there are many of us who feel that controlled development is important. We don't want a no-grow. We want a grow that we can live with because we've lived here an amount of time - we have a seniority. It doesn't mean that we say, hey we don't want nothing. We do want something. But we want to do it in an orderly fashion.

We are now at the CPO starting to develop our community plan, get it in operation. I hope to heavens people will come out and make their feelings known for or against and everything like that. It always makes for a good - well that's the same - it creates the same reason that Bob Heard said, "Will you please bring a recommendation from the CPO". And I said, after we had talked - the Executive Board has talked it over, I said "No, not unless there are 60 people in attendance", because I felt that 60 people could not speak for all the residents in this area on such a large item.

But I have digressed. All I am saying - I happen to live on 112th. I am watching the County and the State now trying to put an arterial through a neighborhood which goes against our current comprehensive framework plan. There are some who recognize that this is not the way to go, that we all have to absorb a little bit of traffic, but we don't have to have arterials going through our streets.

My original involvement with the CPO, and I only digress to this to say that Murray Road once was a cul-de-sac just prior to Walker Road. It was running west, no south, excuse me. And when I left the town for a little while, I came back and found out they'd shot the road through. And now it is an arterial, it's deemed an arterial. There are people living there - have created their homes. They are being destroyed by this arterial. I don't want to see it happen anywhere else in Washington County because I think we can responsibily take care of these things and I hope others will feel the same way and will join with the CPO in making their feelings known. I am sorry to have taken so much time, but I really felt I had something to say.

MR. BOTHMAN: I support that very heartily. I think that's a good plug for the CPO, having participated actively in CPO 3 myself. Is there someone else who would like to make a statement this evening? Thank you very much.

Let me repeat one more time, if you do have anything else you'd like to convey to us, feel perfectly free to write me a letter or drop me a note or whatever you want to do. The address is on the board and we will accept those and include them as part of this transcript and they will be evaluated if they are received before August 3rd.

If there are no further indications of anyone who would like to testify, I'd certainly like to thank those who stuck it out for the full session. We really do appreciate your comments tonight. Thank you very much. (Hearing adjourned at 9:30 p.m.)

CARD COMMENTS

MR. & MRS. STUART L. CATO: We support Alt. 2 and statements made during the meeting supporting extension of Barnes Road west to Cedar Hills Blvd.

SANDY COOPER: Desire a pedestrian crosswalk across 26.

MILTON HASSON: I favor Alternate 1 with the proviso that the ramp into Cedar Hill Shopping Center as exists presently not be eliminated. Some solution could be resolved regarding possible traffic going into Sunset in wrong direction.

JOHN B. MAHER: (1) For safety reasons alone an intersection must be built. (2) All traffic loads should be considered in the design. Ideally, a 20 year traffic load should be considered. (3) Build the project once, so build it right the 1st time. (4) Barnes Road westbound should have a direct feed onto 217 & onto Sunset.

CHRIS THOMS: I am opposed to traffic lights and would like to see noise samples taken north of 217. I am opposed to Alternative II. Would like to see consideration in not filling, even apart of the collapse feature, in lava tube and study to consider buying and preservation of the collapse feature.

GORDON & GRACE UTTER: Due to unnecessary costs and increased congestion caused by necessary traffic signals, we oppose Alternative #2. Alternative #1 does the job of traffic & let's leave it at that. Thank you.

CHARLOTTE CORKRAN: Mr. Bothman - you asked what the access would be to the Peterkort property under Alternative #1. The answer is soon the Cedar Hills Blvd. interchange. If Alternative #1 is not viable, as you suggest, then why did you not supply us with one that is? Thank you.

JUDSON RANDALL: Alternative No. 2 should be built because it recognizes one essential fact: 252 acres of essentially vacant land as close to Portland as is the Peterkort property cannot remain undeveloped indefinitely. Therefore, any major transportation investment must make provision for transport access to the property that will certainly be developed, whether residential or commercial, although residential is preferred. The Barnes extension "stub" is proper, and does not commit the property to any specific land use.

R. A. RASMUSEN: In favor of Alt. 1. Opposed to west ent. to Cedar Hills Shopping Center.

24 June 1981

R.N. Bothman, adm.
Oregon Dept of Transportation
Metropolitan Branch
5821 NE, Glisan
Portland, Oreg. 97213

NA PDM PDE FFM SPC
ODOT-METRO
JUN 25 1981
BMT PAR PPC FILE T/A

I am writing regarding the proposed changes for the interchange of Sunset Hwy & Hwy 217.

As an employee of the Portland OB/Gyn Clinic, located in the Barnes Rd Professional Bldg (9340 S.W Barnes Rd); I would like to point out the congestion presently on S.W. Barnes Rd. Traffic traveling both directions is so heavy that we who work in the various buildings along Barnes Rd find it nearly impossible & downright hazardous to enter Barnes Rd going west. This situation has progressively worsened over the last several years as Barnes is used as an alternate to the Sunset Hwy.

Please give careful consideration to those of us who are employed along S.W. Barnes Rd & provide adequate west-bound access to Barnes Rd. We really need help daily as we try to go home at night.

Thanks,

Pat Whitman
8231 SW Capitol Hwy
Portland, Oreg.
97219

34-1917 (170)

PDM PDE TSE SPC
ODOT - METRO

JUL 24 1981

AMS PPS PPC FILE T/A

RNB
File 7/24/81
Be

July 21st, 1981

R. N. Bothman, Metro Administrator
Oregon Department of Transportation
5821 NE Glisan
Portland, OR 97213

Dear Mr. Bothman:

Thank you for this opportunity of expressing one's views about the proposed revamping of the intersection of Canyon Road and Highway 217.

Over the past nineteen years - first it was off Canyon through Cedar Hills Shopping Center, down Roxbury to Walker and off at 113th.

The off Canyon and down 217 to Walker Road to 113th.

So we have had a bit of first hand experience, but this may have been "first foot experience", since most of us, contrary to Ma Bell, drive with both our feet and hands, and some of us, with our heads, too.

Me? I enjoy driving anywhere and everywhere - freeways, back roads, super and duper highways.

But my wife is terrified by even the thought of driving on any freeway.

And the proposed plan, recently in the newspaper, with all the turns and twists, really threw her.

To see her mother on the east side, means going up Roxbury to the Cedar Hills Shopping Center, across the overpass above 217, turn left and very cautiously drive the short section of 217 before escaping to Barnes Road, and then to and over the hill to 21st and down to Lovejoy and the Broadway Bridge.

No other way to go and not be on the freeway somewhere.

But there is, and has been, a problem at Canyon/217, and as traffic increases, so does the problem.

I don't believe my wife is the only one driving who does not like the freeway traffic.

So here are my thoughts......

First ~~fo~~ OF all, the Motor Vehicles Division of the Department of Transportation has been remiss over the years, and has never, to the best of my reading, ever said one word as to how to enter or leave a freeway, with regard as to just who has the right-of-way.

I myself, when leaving the freeway, have always tried to meld into the outer lane traffic in a "you first, then me", manner.

Especially if I see a car trying to get onto the freeway; I slow slightly with my turn signals on, so that he can perhaps go faster and then ahead of me, as I am partially shielding him from traffic until he gets ~~ahead~~ AHEAD so that I can enter the space he left.

Sometimes it works well; sometimes it doesn't, but again - is there a precedence or rule to follow?

Mental telepathy would be most helpful, but it just ain't.

Since the Motor Vehicles Division has ignored this over the the years, to educate by the written word would take too long now.

So....

1. Are the new stop-and-enter signals proving worthwhile, as the only one I've experienced is at the Broadway exit to I-5, just north of the bridge and heading towards Vancouver.

   I notice that about half the motorists obey the signal; the rest speed through without stopping.

   Perhaps some severe fines with publicity might cause those that speed ~~though~~ THROUGH, to obey the rules.

2. Referring to my attached map, if the center median strip was made to accomodate those going straight through, and a division made some distance before coming to the Canyon/217 intersection, perhaps the flow of traffic intending to turn off Canyon, could be cut in half.

   As it is now, we all are in just two lanes until we get to the incoming flow from SW Barnes Road.

3. If the new stop-and-enter signals are even partially successful, it might not cost too much to set up the five lights as indicated by the "L" in a circle on my map.

Actually, most motorists are willing to be courteous and helpful, if they have some driving suggestion or guide to go by.

Of course, major surgery is indicated sometime in the future, but the Rube Goldberg sketch a while back could stand some serious thoughts before putting into action.

In the meantime, my wife wonders if she will get to drive to see her mother, and I swing down 217 towards Walker Road with an inner thought...."Well, made it again!"

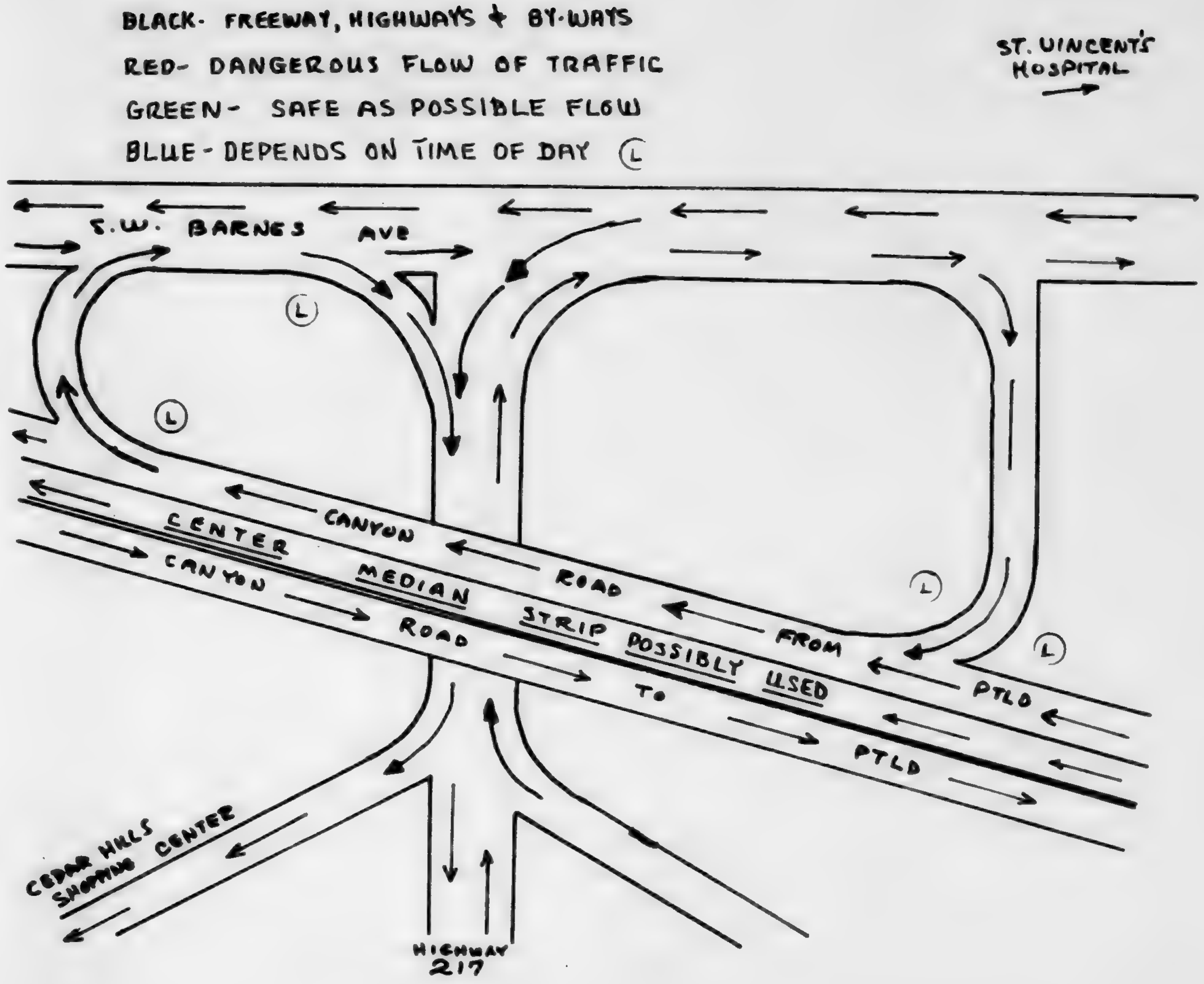
If you got this far, thanks for listening to

Phil Moll

Phil Moll

PHIL MOLL
Phone 644-3930
11245 SW Fairfield Street
Beaverton, Oregon 97005

Attachment to Moll letter


BLACK- FREEWAY, HIGHWAYS + BY-WAYS
RED- DANGEROUS FLOW OF TRAFFIC
GREEN- SAFE AS POSSIBLE FLOW
BLUE- DEPENDS ON TIME OF DAY Ⓛ
ST. VINCENT'S HOSPITAL →
S.W. BARNES AVE
Ⓛ
Ⓛ
Ⓛ
Ⓛ
CANYON ROAD FROM PTLD
CENTER MEDIAN STRIP POSSIBLY USED
CANYON ROAD TO PTLD
CEDAR HILLS SHOPPING CENTER
HIGHWAY 217

O.K. Public Affairs

We the employees of St. Vincent Hospital feel the interchange at Hwy. 26 (Sunset Highway) and Ore. 217 (Beaverton Tigard Expressway) is unsafe and outdated. We feel it needs to be updated for future safety and growth for the Washington County area.

PETITION FROM ST. VINCENT HOSPITAL SIGNED BY 214 PEOPLE. Original petition on file in Commission's files, Salem.

We, the shoppers in the Cedar Hills Shopping Center and surrounding areas feel the interchange at Hwy. 26 (Sunset Highway) and Ore. 217 (Beaverton Tigard Expressway) is unsafe and outdated. We feel it needs to be updated for future safety and growth in the Washington County area.

PETITION CIRCULATED BY BOB NICHOLL, CEDAR HILLS SHOPPING CENTER. SIGNED BY 249 PERSONS. Original petition on file in Commission Files, Salem.

We the shoppers in the Cedar Hills Shopping Center and surrounding areas feel the interchange at Hwy. 26 (Sunset Highway) and Ore. 217 (Beaverton Tigard Expressway) is unsafe and outdated. We feel it needs to be updated for future safety and growth in the Washington County area. WE FEEL ALTERNATIVE #2 IS THE SAFEST AND BEST FOR THE AREA

PETITION FROM BOB NICHOLL, 10110 S.W. PARK WAY,
PORTLAND, OR 97225. SIGNED BY 47 PERSONS.
Original petition on file in Commission's files,
Salem.

81-1917 (170)

July 27, 1981

MA PDM PDE TSF
ODOT - METRO
JUL 29 1981
AMS PPS PPC FILE I/A

Mr. Robert N. Bothman
Metropolitan Branch
Oregon Department of Transportation
5821 N. E. Glisan Street
Portland, Oregon 97213

Re: Comments concerning the Beaverton-Tigard Highway Interchange

Dear Mr. Bothman:

My wife and I attended the public hearing on the Highway 26, 217 interchange and were very disappointed that nearly all of the individual people that spoke favored waiting for improvement of the interchange or favored alternative #1.

We therefore wish to convey to you our wholehearted approval of alternative #2. It is the only knowledgeable choice. To build anything less would prove to be more costly for all citizens in the future.

We feel that there were some discrepancies in the statements made by Dorothy Johnston. At the interchange public hearing, Mrs. Johnston stated that C.P.O. #1 did not make a recommendation on the interchange because the executive committee of C.P.O. #1 decided previous to the regular C.P.O. #1 meeting that unless 60 people attended the meeting they would not take a vote on which atlernative to recommend to the Oregon Department of Transportation at the public hearing. My wife and I attended the C.P.O. #1 meeting expressly to record our vote for alternative #2 but Mrs. Johnston told the group that C.P.O. #1 could not take a vote on the interchange alternatives because the Oregon Department of Transportation did not send her the maps to show the different alternatives and therefore urged people to attend the public hearing themselves.

Mrs. Johnston also testified that the "Peterkort proposal" was defeated at the Washington County planning commission and County Commission and that development of the "Peterkort property" was not a given. Those statements are in error. The "Peterkort proposal" was approved at the planning commission and reversed by the Board of County Commissioners and it is now in appeal at the Land Use Appeals Board. The statement that the development of the Peterkort property is not a given is in error in that all property within the boundries of C.P.O. #1 is designated urban and is deemed to be developed to urban standards.

Please record my wife and I as being in favor of alternative #2.

Sincerely,

T. A. Ditmars, Jr.

3-1-1917 (170) July 28th, 1981

Mr. Robert Bothman
Metropolitan Branch
Oregon Dept. of Transportation
5821 N.E. Glisan St.
Portland, Oregon 97213

MA PDM PDE TSF SPC
ODOT - METRO
JUL 29 1981
AMS PPS PPC FILE T/A

Re: Beaverton - Tigard Highway Interchange

Dear Mr. Bothman:

Having been unable to attend the public hearing on this interchange July 23, I would like to express my thots on the three alternatives.

For those of us who live to the North and West of the proposed interchange, #2 provides a much needed access not only to Hwy #26 + 217, but also Barnes Rd and St. Vincent's Hospital. #2 seems to be designed to meet not only today's needs, but also those in years to come.

Very truly yours,
Roy Reichen
Rt 1 Bx 1037
Hillsboro, Oregon 97123

34-1917 (170)

July 27, 1981

Robert M. Bothman
Metropolitan Branch
Or. Dept. of Transportation
5821 N.E. Glisan St
Portland Or. 97213

MA PDM PDE TSE SPC
ODOT - METRO
JUL 29 1981
AMS PPS E PPC FILE T/A

Dear Sir:-

Re: Beaverton-Tigard Hway Interchange

We are very much in favor of alternative #2. There will be no need for further access North and West of the Interchange if alternative #2 is put in as it will take care of it all at once.

Very truly yours,

Tracy & Edna Ditmars DITMARS
7332 SW Cedar Lane
Portland, Or. 97225

4-1917 (170)

July 28, 1981

MA PDM PDE TSE SPC
ODOT - METRO

JUL 29 1981

AMS PPS [illegible] PPC FILE T/A

Mr. Robert N. Bothman
Oregon Department of Transportation
5821 N. E. Glisan St.
Portland, Oregon 97213

Re: Comments concerning the Beaverton-Tigard Highway Interchange

Dear Mr. Bothman:

I am very interested in the plans for improving the hazardous interchange at Highway 217 and Highway 26 because I drive through it nearly every day.

Please record my preference for Alternative #2 as it is the most logical and efficient alternative presented.

Yours very truly,

Keith R Ditmars

Keith R. Ditmars
3560 SE 166TH PL
PORTLAND, OR 97236

34-1917 (170)

July 28, 1981

MA PDM PDE TSE SPC
ODOT - METRO

JUL 29 1981

AMS PPS PPC FILE T/A

Mr. Robert N. Bothman
Metropolitan Branch
Oregon Department of Transportation
5821 N. E. Glisan Street
Portland, Oregon 97213

Re: Comments concerning the Beaverton-Tigard Highway Interchange

Dear Mr. Bothman:

As an automobile driver that uses the Highway 217- Highway 26 interchange regularly, please note that I favor alternative #2 as the best and only cognizant choice.

Yours very truly,

Celeste A. Ditmars
RT 2 [illegible]
Con [illegible] 9 1113

34-1917 (170)

July 27, 1981

MA PDM PDE TSE SPC
ODOT - METRO
JUL 29 1981
AMS PPS PPC FILE T/A

Mr. Robert N. Bothman
Metropolitan Branch
Oregon Department of Transportation
5821 N. E. Glisan St.
Portland, Oregon 97213

Re: Comments concerning the Beaverton-Tigard Highway Interchange

Dear Mr. Bothman:

After reading in the newspapers of the attitude of some C.P.O. #1 members, I feel that my personal feelings should also be aired and counted concerning the subject interchange.

I feel that alternative #2 is the only knowledgeable choice available for now and future needs.

Please convey to the Oregon Department of Transportation and other applicable agencies my preference for alternative #2 for the Highway 26, 217 interchange.

Yours very truly,

Robert Thompson

Robert Thompson
157 N. W. Miller Road
Portland, Oregon 97229

34-1917 (160)

Phone 234-0497

Charles Schmiedeskamp, Inc.

4726 S. E. Milwaukie Avenue GENERAL CONTRACTOR Portland, Oregon 97202

July 28, 1981

MA PDM PDE TSE SPC
ODOT - METRO
JUL 29 1981
AMS PPS [illegible] PPC FILE T/A

Mr. Robert Bothman
Metropolitan Branch
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon

RE: Proposed Beaverton-Tigard-US 26 Interchange

Dear Mr. Bothman,

I was not able to attend the July 23rd public hearing for the referenced highway development and take this means to express my preference for Alternate No. 2 of the proposed interchange design. This alternate offers logical and needed access to the undeveloped land to the North and West of the Interchange.

Very truly yours,

CHARLES R. SCHMIEDESKAMP

.34-1917 (170)

Mr. Robert N. Bothman
Metropolitan Branch
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, OR 97213
July 26, 1981

Subject: Comments on the proposed 217/Sunset Interchange

MA PDM PDE TSE SPC
ODOT - METRO
JUL 29 1981
AMS PPS PPC FILE T/A

Dear Mr. Bothman:

I am a nearby resident of the proposed 217/Sunset interchange and would like to let you know my opinion of the alternative designs.

I feel that alternative two should be constructed. It provides for the future construction of the Barnes Road extension; which will surely be needed in the future as development occurs. In addition, when the Barnes Road extension is built it will eliminate two dangerous existing 45 degree curves.

You may be interested to know that some of the comments made by Dorothy Johnston at the public hearing on July 23 were not consistent with her remarks at the July C.P.O. meeting. I feel that such inconsistencies detract from her credibility.

To sum up, I encourage you to select alternative two as the preferred option.

Sincerely,

Pam Maher

Pam Maher
9815 S.W. Barnes Road
Portland, OR 97225

SAFEWAY STORES, INCORPORATED

16300 S.E. Evelyn, P.O. Box 523, Clackamas, Oregon 97015

July 27, 1981

Bob Heard, Project Coordinator
DEPARTMENT OF TRANSPORTATION
5821 N. E. Glisan
Portland, OR 97213

Beaverton-Tigard Highway Interchange
Project FHWA-OR-EIS-81-04-D
Safeway Store No. 376
10280 S. W. Parkway
Portland, Oregon

Dear Mr. Heard:

We reviewed the Draft Environmental Impact Statement for this much needed improvement. While we generally endorse the project, we wish to call your attention to the following concerns:

1. The substitute proposed to eliminate direct access from eastbound U.S. 26 to Cedar Hills Shopping Center is, as your report indicates, "less direct, somewhat less convenient, and could have some negative influence on patronage" (P. 4, P. 49). We agree. In the case of Safeway, the effect would be devastating. It would cause considerable customer inconvenience and severely restrict our multi-million dollar business.

2. This access change is contemplated "though the existing spur has not proven to be a safety problem with existing traffic.... Safety problems could develop as traffic increases in the future" (P. 49).

Notwithstanding current design standards for freeways, creating socio-economic problems where they do not exist by substituting an awkward alternative seems unreasonable and extravagent. Our recommendation is to maintain existing U.S. 26 egress to Cedar Hills Shopping Center. This choice balances design with convenience and cost-benefit simultaneously encouraging the viability of existing established retail development.

Please consider these impacts as you develop your program for this project and please keep us informed of your progress.

Very truly yours,

SAFEWAY STORES, INCORPORATED

Jim Foglio

Jim Foglio, Real Estate Representative

JF:cab
ccs: Killian Properties
F. E. MacRae
Tom Maddox

BEAVERTON AREA
CHAMBER OF COMMERCE

June 22, 1981

BEAVERTON - TIGARD HIGHWAY INTERCHANGE
PUBLIC DISCUSSION PRESENTATION

JUNE 24, 1981

The Beaverton Area Chamber of Commerce has been a strong advocate in seeking relief to the safety and congestion problems caused by the weave pattern at the junction of Highway 217 and the Sunset Highway. On November 10, 1977 the Beaverton Area Chamber of Commerce went on record to ODOT stating in part: "That immediate action be taken towards construction of an interchange at the Highway 217 and Sunset Highway/Barnes intersection to correct growing traffic hazards."

We are well aware that conditions at this interchange have not remained constant, but have deteriorated from the time of our request.

Although a number of other smaller projects could be completed utilizing the 13.4 - 13.9 million dollars required for this project, the Chamber considers the Interchange project of the highest priority and should be completed prior to expending funds for lesser priority projects.

Alternative I appears to facilitate traffic flow, relieve congestion and provide increased safety. The additional construction of a major arterial connection for a county proposed Barnes Road extension (Alternative II) will tend to promote development of the surrounding property.

The Beaverton Area Chamber of Commerce urges that the Beaverton - Tigard Highway Interchange be constructed, giving it the highest priority. The Chamber has not officially taken a position on Alternative I or II but will make a recommendation at the Public Hearing on July 23rd.

Chuck McClellan

Chuck McClellan
President

CM/vw

12055 S.W. FIRST STREET • BEAVERTON, OREGON 97005 • (503) 644-0123

[illegible]

6320 S.W. Lombard, Apt. 7
Beaverton, Oregon 97005

June 8, 1981

RA PDM PDE FFM SPC
ODOT - METRO

JUN 0 9 1981

BMT PAR PPC FILE T/A

Mr. Robert Bothman
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Mr. Bothman:

This letter is to comment in support of Build Alternative 2 (with modifications) for the US 26 - Or 217 interchange project. Please enter it in the hearing record.

I am a frequent user of this facility, both as a motorist and transit passenger. I cannot think of any other highway project in Washington County deserving a higher priority for early implementation.

The Draft EIS identifies the present pedestrian environment as hostile. Although the proposed design provides sidewalks to connect Parkway with Barnes Road, this will still not be a friendly place for pedestrians. The sidewalk on the west side of the service road is sandwiched between opposing vehicle lanes on the service road and northbound OR 217, a situation which is unpleasant and intimidating. I recommend incorporation of a means of separation (such as dense, high planting or a "noise wall") between the service road and OR 217.

The DEIS identifies loss of vegetation and wildlife habitat as a slight effect of the project itself and mostly as a result of development of surrounding land. I suggest that this project can be a means to mitigate this adverse impact. The areas of the interchange to which no access exists (inside the loops) should be densely and extensively planted with native shrubs and trees, rather than the conventional freeway landscaping of mowed grasses and cultivar shrubs. As the trees mature, they will provide much needed visual relief from the surrounding urban landscape.

cc Bothman
Heard
6/9/81
Ce

I believe that the DEIS does not adequately treat land use issues on the Peterkort land. Barnes Road Extension is linked to intensive commercial development as proposed by Peterkort Co. (and rejected by the County Commission, at least for now). The residential development authorized by POD #17 precludes access to the east by omitting Barnes Road Extension. Creation of this cul-de-sac east of 112th Avenue is unacceptable, in my view, because it makes this area inaccessible to transit and forces it to be entirely auto-dependent. The assumption

6-10-81
[illegible]

that Barnes Road Extension will necessarily lead to intensive commercial development is faulty. Development will be as prescribed by the zoning, regardless of the existence of street access to the east. Leahy Road, Parkway, and Sorrento Road are examples of nearby collector streets surrounded only by residential development, with commercial development excluded. I therefore believe that the land use to be anticipated is the medium-density residential development proposed in POD #17, with a two-lane Barnes Road Extension, designed as a collector street, rather than an arterial, with features such as speed limit, stop signs, right-angle turns, and name changes to discourage its use as an arterial, while providing improved local access, transit and emergency routes, and relief of the Cedar Hills Boulevard interchange from traffic generated on the east half of Peterkort land.

Construction impacts are briefly referred to in the DEIS, but no mention is made of the construction detours that will be necessary, nor of their duration or effects on traffic flow and safety. This "coronary bypass" is clearly indicated, but I hope the patient doesn't die of anesthesia shock while the operation is in progress.

Very truly yours,

David E. Dobak
David E. Dobak

R.E. Bothman, Metropolitan Administrator 7/22/81
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Greetings,

Living in Beaverton, I & my wife have much, everyday, occasion to use The Sunset-217 interchange. I have found it to be a very hazardous potential accident site. I often drive on to The Cedar Hills Blvd exit or The Murray Road exit to go home. I've never been involved in an accident There, but have seen several in passing and often wonder why more do not occur. Perhaps people are becoming wary.

At any rate, I believe this interchange should be rebuilt to better accommodate The flow of traffic. Also, I feel 3 lanes each way from The Murray Road exit to Sylvan would greatly assist in breaking up the bottleneck That occurs at This interchange.

Considering The low level of driving skills exhibited by a large percentage of drivers in the Metro area, Anything that can be done to assist Them along their way without incident, should be.

I understand the nursery North of the interchange is and has been a major factor in the changes not being made to date. I can understand their reluctance to relinquish their land, but I should think a satisfactory arrangement could be made that both parties involved could agree to. A money offer that couldn't be refused could be made, or perhaps an alternative site could be located with assistance in relocation provided. I'm sure there are other ideas that could be expanded to suit both or all parties involved.

I do feel this situation should be corrected soon. Our area is and shall continue to be growing in population and residential expansion, whether we like it or not. We should be planning now for this growth.

Thanks for this opportunity to mouth off. I sincerely hope something positive comes from your 7/23/81 hearing. I regret that I can not attend.

Best Regards

Jerry Cox
2060 SW McCamley Road
Beaverton, Oregon 97005

6/25/81

Gentlemen,

As one who works at ST Vincent Hospital and must use the present Sunset/217 Interchange 10-20 times a week, I heartily recommend that Both alternative 1 and 2 be built.

Sincerely

James V. Harber

James V. Harber, MD, PC
1985 S.W. 71st Ave.
Portland, Oregon 97225

MA PDM PDE FFM SPC
ODOT - METRO

JUN 29 1981

BMT PAR PPC FILE T/A

26-4279 (215)

WESTSIDE CORRIDOR PROJECT
527 S.W. HALL PORTLAND, OREGON 97201 503/221-1646

Memorandum

Date: June 17, 1981

To: Bob Bothman

From: Peg [illegible]ood pg

Subject:

[illegible]A PDM PDE FFM SPC
ODOT-METRO
JUN 18 1981
BM PAR PPC FILE T/A

I am enclosing a letter of support from the Westside Corridor Project Citizens' Advisory Group for Alternative No. 2 for the Hwy. 217/Sunset Hwy. Interchange re-build. Also am enclosing a copy for Jim McClure.

Jim –
Add to transcript
and such ltr

June 12, 1981

Bob Bothman
Metro Area Administrator
ODOT
5821 NE Glisan
Portland, OR 97213

Dear Mr. Bothman:

At a meeting of the Westside Corridor Project Citizens' Advisory Group on Wednesday, June 10, 1981, Mr. Jim McClure presented a detailed discussion of the proposed highway 217/Sunset interchange. He outlined the location of a future transit center at the interchange and discussed its relation to the alternatives of the westside corridor project. He then asked our Advisory Group to express its opinion on these two design proposals.

The Citizens' Advisory Group discussed the options in some detail at their meeting and agreed on three recommendations.

We support alternative two of the interchange rebuild proposal. We do so because this alternative will allow far more users easy access to the future transit station, significantly improving the movement of people to and from other urban locations.

Whether buses or light rail cars move people on Canyon Road during the next several decades, a major transit center will be an integral part of the highway 217/Sunset interchange. We therefore very strongly urge that the interchange design minimize the cost of this future transit center. Since a major portion of this cost involves southern access from Cedar Hills, please plan for this likely future development in your design and construction.

It seems highly probable that whether the future transit center services a light rail line or improved bus service, the cost of motor fuel will cause many riders to enter the transit center on bicycle or foot. We therefore further request that the Department of Transportation design this interchange to allow easy future access to the transit center on sidewalks and separated bikeways.

Sincerely,

William J. Brady

William J. Brady, M.D.
Chairman Pro-Tem
Westside Corridor Project Citizens' Advisory Group

WJB:clg

MA PDM PDE TSE SPC
ODOT - METRO

JUL 20 1981

AMS PPS PPC FILE T/A

Union 76 Division: Western Region

Union Oil Company of California
2901 Western Avenue, Seattle, Washington 98121
Telephone: (206) 223-7600

34-1917 (160)

UNION

July 16, 1981

Mr. R. N. Bothman, Administrator
Oregon Department of Transportation
Metropolitan Branch
5821 - N.E. Grisan Street
Portland, Oregon 97213

Dear Mr. Bothman:

#217/SUNSET INTERCHANGE REPORT
UNION OIL SERVICE STATION NO. 3672
10330 - S.W. PARKWAY
PORTLAND, OREGON

We have read the Environmental Impact Statement analyzing the probable effects of the proposed improvement.

Union Oil Company has a service station located on the S.E. corner of S.W. Parkway and S.W. Marlow. This unit depends on traffic exiting from the Sunset Hwy. eastbound for a substantial portion of its total volume. For this reason, we feel that the property will be severely impacted by the elimination of the present eastbound off-ramp.

There is no question that the existing Sunset Hwy./#217 Interchange is not working on the north side of Sunset. However, the existing ramps serving the Cedar Hills Shopping Center on the south side of Sunset are working well. We feel that this proposed change will relegate our property together with the balance of the Cedar Hills Shopping Center to a second class operation.

Therefore, we respectfully submit our strong objection to the elimination of the existing eastbound Sunset Hwy. off-ramp.

W. L. Knight
W. L. KNIGHT
Senior Real Estate Representative

WLK:sm

xc: RNB
File

7-21-81

34-1917 (120)

CITY OF BEAVERTON

4950 S.W. Hall Blvd. Beaverton, Oregon 97005 (503) 644-2191

MA PDM PDE TSF SPC
ODOT - METRO
JUL 23 1981
AMS PPS PPC FILE T/A

July 20, 1981

Mr. R. N. Bothman
Metropolitan Administrator
Oregon Department of Transportation
5821 NE Glisan Street
Portland, OR 97213

Dear Bob:

On behalf of the City of Beaverton, I wish to thank you for your presentation to the City Council of the proposed Sunset Highway/Highway 217 interchange project and request for our comments. Upon reviewing the Draft Environmental Impact Statement and discussion of the project at the July 13 City Council meeting, I would like to submit the following comments:

1. Of the alternatives presented in the DEIS, we favor Alternative 2 which provides for the extension of Barnes Road to the north and west. This will provide access to future urban development adjacent to the project area which will likely occur within this decade. Also, the Barnes Road extension will partially relieve the Cedar Hills Boulevard of heavy traffic demand, improve air quality in the area as a whole and provide necessary pedestrian connections between points north and south of the freeway.

2. Both "build" alternatives are quite ambitious and costly. The DEIS analysis would benefit from the inclusion of a "low-cost" alternative as a basis for comparison. Perhaps a low-cost alternative which does not provide as effective (yet tolerable) level of service as the two "build" alternatives but eliminates the major weave problems (for safety) would be a viable tradeoff for the public, at least as an interim solution.

3. It is our assumption that the traffic demand through the interchange was based on the capacity constraints of the Vista Ridge Tunnel and Burnside Road. If the interchange is designed to accommodate a through-traffic capacity greater than these points of constraint, then it is clearly an overdesign. Also, it is our assumption that both the "build" alternatives are designed to operate efficiently if ramp metering is instituted.

4. It is inappropriate to utilize different land use assumptions for Build Alternative 1 (P.O.D. #17) and Build Alternative 2 (Peterkort amendments). If Build Alternative 2 is effective from a cost-benefit perspective only given the Peterkort devel-

opment and recommended plan amendments, then it is an overdesign.

5. The traffic service level provided by the two "build" alternatives is comparatively quite good (LOS C) for the year 2000 compared to most facilities on the Westside. To provide such a favorable service level at this interchange, while for the same date nearly the entire Westside arterial network will have to operate at a substantially poorer level of service, results in a question of regional priorities. The capacity and safety benefits of the interchange "build" alternatives are desirable, yet capacity and safety improvements are necessary for the Westside arterial network as well, in many instances at a sooner date.

   Given an era of fiscal constraints and hard priority choices it is clear that several major arterial projects deserve attention in addition to this interchange project. Specific examples include Allen Boulevard, 185th Avenue, 158th Avenue, Cornell Road and Murray Boulevard, which are extremely important facilities for overall system efficiency.

Hopefully these comments will be of value in the decision-making process regarding the proposed interchange project. If you wish further discussion on these comments, please contact us.

Sincerely,

Jack Nelson
Mayor

JN/JG:jk:27

July 28, 1981

MA PDM PDE TSE SPC
ODOT - METRO

JUL 30 1981

AMS PPS PPC FILE T/A

Mr. Robert N. Bothman
Metropolitan Branch
Oregon Department of Transportation
5821 N.E. Glisan St.
Portland, OR 97213

Subject: Interchange Options - 217/Sunset Highway

Dear Mr. Bothman:

Thank you for this opportunity to comment on the proposed interchange design. I was not able to attend the hearing on July 23.

Alternative Two seems to be the best option since it takes into account the future needs of the local area as well as eliminating a dangerous existing situation. I think this is an opportunity for ODOT to accomplish several objectives at one time.

Development will occur around the interchange in future years, and it will be wise to make access into the property possible. Building Alternative Two will make for a safe interchange now and in the years ahead.

Sincerely,

Sandra M. Peterkort
6740 N.E. Hancock St.
Portland, OR 97213

MA PDM PDE TSE SPC
ODOT - METRO

JUL 30 1981

AMS PPS PPC FILE T/X

July 27, 1981

Mr. Robert N. Bothman
Metropolitan Branch
Oregon Department Of Transportation
5821 N.E. Glisan St.
Portland, OR 97213

Subject: Interchange Options - 217/Sunset Highway

Dear Mr. Bothman:

I am writing to go on record about the 217/Sunset interchange. I support build option #2 for the following reasons:

1. It provides essential access to the north and west of the intersection.

2. Barnes Road is extended to meet with the section from Cedar Mill producing a useful and time saving for local traffic.

3. The Barnes Road extension would give access to a Park and Ride built next to the intersection. If the transit station is built after the intersection, a costly reconstruction will be required.

I urge the adoption of build option #2.

Sincerely,

Norman Peterkort

Norman Peterkort

Norman Peterkort
9911 SW Barnes Rd
Portland, Oregon 97225

PHONE CYPRESS 2-1981

9755 S. W. BARNES ROAD
PORTLAND 25, OREGON
97225

Roses
•
Cut Flowers
•
Holly

Grown by

July 22, 1981

PDM PDE TSE SPC
ODOT - METRO
JUL 24 1981
AMS PPS I PPC FILE T/A

Mr. Robert N. Bothman
Metropolitan Admininstrator
Department of Transportation
Metropolitan Branch
5821 NE Glisan Street
Portland, Oregon 97213

Re: Beaverton-Tigard Highway Interchange

Dear Mr. Bothman:

During our past meetings in your office concerning the alternative designs for the subject interchange, we discussed the need for a driveway to serve our property on the north side of existing Barnes Road.

The driveway location we discussed would be at the proposed signalized intersection between the relocation of existing Barnes Road and the new north-south connector road to SW Parkway. It is our desire to align this driveway opposite the new connector road.

Upon review of the draft environmental impact statement for the subject interchange, we find no provisions for this driveway. We understand this driveway may be a detail not normally included in an environmental impact statement. However, since it is of importance to us, we request the assurance from the Oregon Department of Transportation that we will be granted a driveway at this location to serve our property.

We would be pleased to meet with you at your convenience to answer any question concerning our request.

Sincerely,
J. PETERKORT AND COMPANY
Albert Peterkort
Albert Peterkort
President

AP:ldd RNB File 7/24/81

PHONE CYpress 2-1981

9755 S. W. BARNES ROAD
PORTLAND XX, OREGON
97225

Roses
•
Cut Flowers
•
Holly

Grown by

PDM PDE TSE SPC
ODOT - METRO
JUL 31 1981
AMS PPS PPC FILE T/A

July 29, 1981

Mr. Robert N. Bothman
Metropolitan Administrator
Department of Transportation
Metropolitan Branch
5821 NE Glisan Street
Portland, OR 97213

Re: Comments concerning the Beaverton-Tigard Highway Interchange, Draft Environmental Impact Statement (EIS)

Dear Mr. Bothman:

The J. Peterkort Company and individual Peterkort family members own approximately 250 acres of land to the North and West of the proposed interchange improvement. Currently, vehicular access is provided at various locations along Barnes Road to serve residences and their extensive greenhouse- cut flower business.

The J. Peterkort Company and family members plan to develop this land in the immediate future to urban uses. The Board of Directors of the J. Peterkort Company have mandated an active development policy and that policy is currently being pursued. Development of this land is consistent with adopted policies of the metropolitan area and Washington County. Therefore, the design and operation of this interchange between Highway 217, U. S. 26 and Barnes Road will effect the existing vehicular access and future access for the Peterkort business and properties.

The Peterkort land is being planned to accommodate the connection of Barnes Road, a Washington County arterial, from Highway 217 to the existing section of Barnes Road west of 119th Avenue. This new section of Barnes Road is referred to in the Draft EIS as the Barnes Road Extension. This gives the impression that Barnes Road

xc file
RNB
RJH

currently ends at Highway 217 and would be extended westerly. In actuality, it is the development of a missing link of Barnes Road between Highway 217 and 112th Avenue and the realignment of existing Barnes Road west of 112th Avenue.

In many places, the Draft EIS refers to Barnes Road Extension to serve presently undeveloped land. It is requested that this description be changed because, as previously indicated, Barnes Road is a Washington County arterial and would serve east-west arterial traffic, provide a missing link in the arterial system, realign a section of Barnes Road with poor geometrics, and serve the current needs of the greenhouse-cut flower business, which requires access for some 40 employees, delivery of supplies and delivery of their products and the new development planned for the property in the immediate future.

The Peterkort Company favors the Alternative 2 design for the interchange which would accommodate Barnes Road to the west and urges adoption of that alternative.

As indicated in our letter to you dated July 22, 1981, the J. Peterkort Company needs vehicular access to its land on the north east side of Barnes Road and requests access at the signalized intersection between Barnes Road and the proposed north-south connector road to SW Park Way. Access is necessary for the immediate future development of that land.

Alternative 1 indicates complete control of access on the north side of Barnes Road and the interchange, with the exception of vehicular access to a future park-and-ride station. Complete control of access would eliminate access to our business and our land at this location. It is questioned if the land and access costs reflected in the Alternative 1 cost estimate takes this into consideration, especially since elimination of access here would have a severe financial impact on our greenhouse-cut flower business, its employment, and the land area planned for urban uses.

It appears from our discussions with your office and TRI-MET that a park-and-ride station will be constructed adjacent to this interchange whether or not light rail transit is constructed. Therefore vehicular access provided to this station, as shown for Alternative 1, would require the design to be modified to the point where there would be no difference in interchange geometrics or signalization between Alternatives 1 and 2. The difference would consist in the construction of a connector to the park-and-ride station with fewer lanes than Barnes Road to the north and west and more costly right-of-way acquisition.

Thank you for the opportunity to review and comment on the Draft EIS. We also appreciate your staff's help and cooperation throughout the course of the EIS preparation.

Sincerely,

J. PETERKORT AND COMPANY

Albert Peterkort

Albert Peterkort, Pres.

AP:ejj

RECEIVED
AUG 4 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

July 15, 1981

34-1917 (170)

Sir:

Re the proposed Sunset-217 exchange improvements. I support build alternative 2 which allows for access to the North via the Barnes Rd extension.

It would seem prudent to include access to the North, as the current zoning plan calls for a collector street in that area and as Tri-Met plans a park and ride station which, if built, would require the Barnes extension.

Sincerely
Steven A Peterkort

Rt. 4 Box 1189
Hillsboro, OR
97123

To: Robert N. Botham
Metropolitan Branch
Oregon Dept. Transportation
5821 NE. Glisan st
Portland OR 97213

MA PDM PDE TSE SPC
ODOT - METRO

JUL 27 1981

AMS PPS PPC FILE T/A

-70- RNB
xc heard 7/27/81

34-1917 (160)

MA PDM PDE TSE SPC
ODOT - METRO

JUL 28 1981

AMS PPS PPC FILE T/A

July 26, 1981

Mr. Robert N. Bothman
Metropolitan Branch
Oregon Department of Transportation
Portland, Oregon 97213

Subject: 217/Sunset Highway Proposed Interchange Improvements

Dear Mr. Bothman:

Our comments on the above subject in this letter are oriented towards its affect on our own personal property, tax lot #800, which includes our family's residence at 9911 S.W. Barnes Road.

If alternative #1 were selected as the interchange design, our remaining property would be totally without access. Alternative #2 is highly preferable due to the fact that our property will then be accessible via the Barnes Road extension link.

I thank you for your consideration and ask that you select alternative #2 for construction.

Yours very truly,

Albert Peterkort
Albert Peterkort

Mary Anne Peterkort
Mary Anne Peterkort

9911 S.W. BARNES RD.
PORTLAND, OR 97225

xc: RNB
file

The Interchange at
Sunset & 217
should be rebuilt —
I've nearly become part
of a 'Sandwich' there
several times —
Dangerous!

Betty Philpott
Hillsboro, Or

MA PDM PDE TSE SPC
ODOT - METRO

JUL 22 1981

AMS PPS PPC FILE T/A

80765 S.W. Barnes Rd.
97225

34-1917 (170)

July 22, 1981

R. N. Bothman
Oregon Dept. of Transportation
5821 N. E. Glisan
Portland, OR 97213

I noted with pleasure and relief that someone is trying to do something to change the Sunset/217 Interchange. I live in Clatskanie and use this interchange frequently for business reasons in the Highway 217 area and also when shopping at Washington Square.

I feel that it is one of the most poorly designed and dangerous interchanges that I have ever seen, and grit my teeth every time I enter Highway 26 going west.

Please add my plea and that of my husband to the request to rebuild.

Sincerely,

Joan B. Thacker - Robert E. Thacker

Joan B. Thacker
P.O. Box 1201
Clatskanie, OR 97016

PDM PDE TSE SPC
ODOT - METRO
JUL 23 1981
AMS PPS PPC FILE T/A

34-1411 (~~22~~ 240)

9935 SW Taylor
Portland, OR 97225

July 20, 1981

Dale Wilken
Federal Highway Administration
530 Center Street NE
Salem, OR 97301

Re. Draft EIS, Beaverton-Tigard Highway Interchange, Sunset Highway (US 26), Washington County, Oregon.

As most of the nearby residents to the project I am opposed to any accomodation to the proposed Barnes Road Extension (proposed by Peterkort, Inc. and not, as stated on pg. 14, by the "county"). Surrounding neighborhoods simply cannot withstand the pressures of the inseperable intensive uses.

Niether "build alternative" reflects consideration for the preservation of the collapse feature and adjacent pressure ridge which lies within the Catlin Gabel Lave Tubes and the project area, even though the lava tubes are listed in the CPO #1's inventory of "Cultural/Historic Resources" (compiled in 1974) as a site which is possibly suited for preservation. Since the depression is a significant and identifying feature of the lava tube it deserves serious study as to its future potential for scientific, educational and scenic uses.

As stated in an earlier letter to ODOT (Jan. 24, 1981) the proximal association of collapse and pressure ridge is significant in that it does not commonly occur in Oregon and is otherwise unknown west of the Cascades. The Catlin Gabel Lava Tubes are the oldest documented tubes in Oregon and they mark the western extent of the Boring Basalt. Since the eruption of Mt. St. Helens a renewed interest in past and present volcanic activity has developed within the scientific community and this collapse feature and pressure ridge is a valuable and visible sign of one of the geologic systems working in the NW. It cassifies an important role played by volcanism in the geologic history of the Portland Metropolitan area and should be preserved by the transportation dept.....not obliterated as a disposal site, as suggested on page 74.

Please consider an interchange design that accomodates science, education and heritage rather than 5 lanes of blacktop and boutiques.

Chris Thoms
Chris Thoms

xc: Gary Potter, OSHD
Craig Markham, ODOT
Dr. John E. Allen, Prof. Emeritus, PSU
Ken Margolis, Nature Conservancy
Sen. Thomas Hartung
Rep. Nancy Ryles
D.W. Powers III, ODOT, SHPO

-74-

xc: RNB
Heard 7-23-81

MA PDM PDE TSE SPC
ODOT - METRO
JUL 22 1981
AMS PPS PPC FILE T/A

Advisory Council On Historic Preservation

1522 K Street, NW
Washington, DC 20005

Reply to:

Lake Plaza South, Suite 616
44 Union Boulevard
Lakewood, CO 80228

Project IX-27-2(5
34-1917 (220)

ENVIRONMENTAL SECTION
July 21, 1981

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walt Hart
Dale Wilken
R. N. Bothman
Ed Hardt
Jef Kaiser
Cliff Christianson

☐ DIV ADM
☐ PROG OPER
☑ FIELD OPER
☐ AREA ENG
☐ [illegible]
☐ [illegible]
☐ [illegible]
☑ PROG DV
☐ PLANNING
☐ [illegible]
☑ [illegible]
☐ R & T
☐ FIN MGT
☐ MGT ANALYST
☐
☐

June 29, 1981

Mr. Dale E. Wilken
Federal Highway Administration
530 Center Street, N.E.
Salem, Oregon 97301

Dear Mr. Wilken:

Thank you for your request of June 4, 1981, for comments on the environmental statement for the Beaverton-Tigard Highway Interchange, Washington County, Oregon. Pursuant to Section 102(2)(c) of the National Environmental Policy Act of 1969 and the Council's regulations, "Protection of Historic and Cultural Properties" (36 CFR Part 800), we have determined that your draft environmental statement appears adequate concerening our area of interest, and we have no further comments at this time.

Sincerely,

Acting
Louis S. Wall
Chief, Western Division
of Project Review

RECEIVED
ENVIRONMENTAL
SECTION

JUL 2 1981

Referred to Manager ______
Proj. Coord.______ Res. Coord.______
Eng. Coord.______ Adm. Asst.______
Sec. ______ File ______

RECEIVED
JUL 0 1981
OREGON DIVISION

MA PDM PDE TSE SPC
ODOT - METRO
JUL 22 1981

MA PDM PDE TSE SPC
ODOT - METRO

JUL 30 1981

AMS PPS PPC FILE T/A

July 28, 1981

Mr. Robert N. Bothman
Oregon Department of Transportation
5821 N. E. Glisan St.
Portland, OR 97213

Re: Comments concerning the Beaverton-Tigard Highway Interchange

Dear Mr. Bothman:

Regarding public comment on alternatives for the above interchange. I would like to be counted as being entirely in favor of alternative #2.

I drive that interchange frequently and after reviewing the alternatives presented, I feel that the only clear choice is for alternative #2.

Very truly yours,

Kevin Zimmerman

Kevin Zimmerman

Kevin Zimmerman
3560 S. E. 166th Pl.
Portland, OR 97236

RECEIVED
[illegible] 31 [illegible]
DEPARTMENT OF TRANSPORTATION

KILLIAN PROPERTIES
4724 Southwest Macadam Avenue • Portland, Oregon 97201 • (503) 227-0471

July 29, 1981

MA PDM PDE TSE SPC
ODOT - METRO
JUL 30 1981
AMS PPS PPC FILE T/A

Mr. Robert Bothman, Administrator
Metropolitan Branch
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Re: Highway 217/Sunset Highway Interchange
Project #FHWA-OR-EIS-81-04-D

Dear Mr. Bothman:

As representative for the owners of the Cedar Hills Shopping Center, we are requesting that the following statement be added to the transcript of the public hearing held on July 23, 1981:

"The owners of the Cedar Hills Shopping Center are unable to fully support either of the proposed revisions to the Highway 217/Sunset Highway interchange because they both involve the removal of the east bound exit from the Sunset Highway in to the Cedar Hills Shopping Center.

Our criticism of the decision to eliminate this access is based on the following:

1) The justifications given for this change are poorly founded. The potential safety problems do not now exist. By placing a new exit (for access to southbound Highway 217) a very short distance away from the existing exit, you are faced with virtually the same situation anyway.

   Further, the potential for driving in to the exit the wrong direction can and should be handled by other means, such as directional signing and curbing.

2) By eliminating the access, the patronage to the center will be greatly reduced. The proposed alternate exit further east on the highway will restrict the convenience aspects of the center, and result in undue hardship for the businesses in and around the center.

While we agree that revisions to the crowded and unsafe conditions of the existing interchange are needed, we request that further consideration be given to an alternate plan with respect to the access to the Cedar Hills Shopping Center mentioned above.

Mr. Robert Bothman
July 29, 1981
Page Two

At the very least, we request that, should the proposal go through as is, we be given the opportunity to determine the signage from all exits that directly relate to the Cedar Hills Shopping Center.

Thank you for your consideration."

Sincerely,

KILLIAN PROPERTIES

Catherine Stout

Catherine Stout
Property Manager

cc: C.H. Associates
Robert and Elaine LeTourneux
George H. Killian

R[illegible]D
[illegible] 1
COMM[illegible]
DEPARTMENT [illegible]ATION

July 28, 1981

MA PDM PDE TSE SPC
ODOT - METRO
JUL 30 1981
AMS PPS PPC FILE T/A

Mr. Robert N. Bothman
Oregon Department of Transportation
5821 S. E. Glisan St.
Portland, Oregon 97213

Re: Public hearing for the Beaverton-Tigard Highway Interchange

Dear Mr. Bothman:

Having been unable to attend the public hearing on this interchange I am writing you to give my thoughts on the proposed alternatives.

I feel that the most practical choice of the two plans presented for improvement of the interchange was alternative #2. I therefore would like to have my name added to the list of people in favor of alternative #2. Thank you.

Sincerely yours,

Nick ~~Caldwell~~

Nick E Caldwell

(no address in phone Book)

DUTCHER DEVELOPMENT COMPANY
REAL ESTATE DEVELOPMENT AND CONSULTATION
9400 S.W. BARNES ROAD · PORTLAND, OREGON 97225 . (503) 297-1701

MA PDM PDE TSE SPC
ODOT - METRO
JUL 30 1981
AMS PPS PPC FILE T/A

July 29, 1981

Robert Bothman
Metropolitan Administrator
Department of Transportation
Metropolitan Branch
5821 N.E. Glisan Street
Portland, Oregon 97213

Re: Beaverton-Tigard Highway Interchange
Draft Enviromental Impact Statement

Dear Mr. Bothman:

The purpose of this letter is to establish our recommendation that alternative #2 of the proposed interchange construction be chosen as the preferred alternative.

It is our feeling that alternative #2 provides the best traffic circulation for the present and the future needs of the Barnes Road/interchange area.

Suntek Park Company is the owner of the approximate 9 acres of business park uses known as Sunset Business Park located on the south side of Barnes Road just east of the interchanged.

Very truly yours,

SUNTEK PARK COMPANY

Robert D. Dutcher

RDD:tr

ST. VINCENT HOSPITAL
AND MEDICAL CENTER

9205 SOUTHWEST BARNES ROAD
PORTLAND, OREGON 97225
PHONE: (503) 297-4411

SISTERS OF
PROVIDENCE
SERVING IN THE WEST SINCE 1856

July 28, 1981

MA PDM PDE TSE SPC
ODOT - METRO
JUL 30 1981
AMS PPS PPC FILE T/A

Robert N. Bothman, Administrator
Metropolitan Branch
Oregon Department of Transportation
5821 NE Glisan Street
Portland, OR 97213

Dear Mr. Bothman:

My name is Kenneth R. Zinsli, I am representing the Sisters of Providence, owners and operators of St. Vincent Hospital located at 9205 S.W. Barnes Road. We are also the landlords for some 100 physicians in private practice who occupy space on each side of Barnes Road adjacent to and across from the hospital.

As we have moved from an original 415 bed hospital to 451, we have also increased outpatient services in the ten years since we first opened our doors at the present location. We believe the increased traffic on Highway 26 both east and west jeopardizes life itself at certain times of the morning and late afternoon when the lanes are virtually stop and go and when emergency vehicles have difficulty in maintaining forward movement.

We are deeply grateful for the traffic light on Barnes Road at our entrance which was installed in late 1978 several years ahead of the original schedule. We can't imagine how intolerable the situation would be by now were it not for your action then.

It is estimated that we have 10,000 cars enter our campus on a typical week day. This includes patients, physicians, employees, vendors and visitors. We have a 300 seat auditorium and hold classes many hours of the day and night both for our own personnel and groups from off site.

MEMBERS OF THE SISTERS OF PROVIDENCE CORPORATION—ALASKA: PROVIDENCE HOSPITAL, ANCHORAGE—WASHINGTON: PROVIDENCE MEDICAL CENTER, SEATTLE—THE DePAUL RETIREMENT RESIDENCE AND MOUNT ST. VINCENT NURSING CENTER, SEATTLE—PROVIDENCE HOSPITAL, EVERETT—ST. PETER HOSPITAL, OLYMPIA—ST. ELIZABETH HOSPITAL, YAKIMA—OREGON: PROVIDENCE HOSPITAL, MEDFORD—PROVIDENCE MEDICAL CENTER, PORTLAND—PROVIDENCE CHILD CENTER, PORTLAND—ST. VINCENT HOSPITAL AND MEDICAL CENTER, PORTLAND—CALIFORNIA: PROVIDENCE HOSPITAL, OAKLAND—PROVIDENCE HIGH SCHOOL, BURBANK—SAINT JOSEPH MEDICAL CENTER, BURBANK

or those in our employ who comes from the Lake Oswego area it has been pointed out that there is an irony in the beautiful development of the Kruseway leading into 217 and the crossovers of Allen and Hall, but a virtual jamming up at the northern end of 217 with the congestion in joining 26 or Barnes Road.

We cannot give too much emphasis to the fact that so many of our people come to us in cars driven by those who are upset and tense, making it so important. We find a lot of people mention that heading north on 217 they end up enroute to Portland missing the signs to go to Tillamook or to get to us. Moreover the lack of walking possibilities to the Cedar Hills Shopping Center is a dissapointment to visitors who don't drive, are carless from out of town and to employees on a lunch hour.

In summary, we urge some action be taken to alleviate congestion. We welcome either build alternative but feel that any long range plan must accommodate the future development of the Peterkort property.

Thank you.

Sincerely,

Kenneth R. Zinsli

Kenneth R. Zinsli
Assistant Administrator

KRZ:sc

July 28, 1981

Mr. Robert N Bothman
Metropolitan Branch
Oregon Dept. of Transportation
5821 N.E. Glisan St.
Portland, Ore. 97213

MA PDM PDE TSE SPC
ODOT - METRO
JUL 30 1981
AMS PPS. PPC. FILE T/A

Re: Beaverton - Tigard Highway Interchange

Dear Mr. Bothman

Although we were unable to attend the public hearing meeting on July 23 concerning the interchange, we would like you to know our thoughts on the three alternatives.

We are very much in favor of alternative # 2, because it is designed for now and the future. It also provide for much needed access to the North & West of the interchange.

Sincerely yours,

Duane + Lynne Schroeder

Mr. & Mrs. D. A. Schroeder
5920 S. W. Chestnut Ave.
Beaverton, OR 97005

Fred Scheller, Jr.
4970 S.W. 185th
Aloha, Oregon 97005

July 29, 1981

MA PDM PDE TSE SPC
ODOT - METRO

JUL 31 1981

Mr. Robr. Bothman
Or. Dept. Transp.
5821 N.E. Glisan
Portland, Or. 97213

Dear Mr. Bothman;

AMS PPS PPC FILE T/A

I'm writing in regard to the planned interchange at Sunset and 217. I feel very strongly that plan #2 should be adopted for the following reasons:

1) There is need for future access to the land to the north—later change to provide would be short sighted and costly to the tax-payer.
2) There is need for access for the Park and Ride station planned.
3) There should be a rational extension of Barnes road so we would not have to drive off Barnes onto Sunset and back off again, adding to the traffic confusion which now exists.
4) Plan #2 is a plan which provides the greatest benefit for the most people. The individuals who are promoting #1 are thinking only of themselves and I don't think that a project of this size should be decided to please a few but to serve the greatest majority.

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DEPARTMENT OF TRANSPORTATION

Sincerely,

Fred Scheller

Fred Scheller

MA PDM PDE TSE SPC
ODOT - METRO

JUL 31 1981

AMS PPS ✓ PPC ✓ FILE T/A

July 29, 1981

Mr. Bob Heard
Oregon Department of Transportation
Program Development
5821 N. E. Glisan
Portland, Oregon 97213

Re: Sunset/217 Interchange

Dear Mr. Heard:

These comments are to be included in the record. I am a resident of the neighborhood north of the interchange. I, like all the others in the neighborhood, recognize the safety benefits in improving the interchange. Also, like the other residents, I believe that the ODOT has an obligation to accomplish any changes in the interchange with a minimum of disruption to those most effected.

The present plan for the neighborhood calls for low density residential development of the area north and west of the interchange. This plan is a result of great effort by the neighborhood through the political processes. Part of that effort has been in resisting and defeating the Peterkort's proposal for high density residential and commercial development of that tract. ODOT's projections under its Alternative Two presuppose the accomplishment of Peterkort's project, and, in fact, make Peterkort's project feasible. This looks to me like a case of the tail wagging the dog, for in creating the possibility of additional heavy traffic access to and through that area it makes the likelihood of that heavy traffic (and the development that it results from) all the more likely to occur, in spite of the expressed will to the contrary of the people affected. The increased traffic associated with a lower density of development can be adequately handled through the Cedar Mill, Cornell Road, Leahy Road accesses.

NOISE:

The noise study seems beside the point. It measured noise levels at places that are already abused by the Sunset Highway and the interchange. It gave no consideration to the effect of extending the interchange several hundred yards to the north, and in the process removing buildings, holly groves and fir trees that presently provide some limited buffering to the noise levels generated at the interchange. It is difficult for me to imagine that removal of these buffers (and the increased traffic being closer to the residences) will not have a detrimental effect on noise levels to the north, and no valid methodology could provide a conclusion of no detrimental effect without consideration of these factors. At a minimum, ODOT should provide for below ground level construction of much of the interchange, and an earthwork berm to the north to contain and/or deflect the noise.

Any testing of noise effects to the north of the interchange must take meterological effects into account. On the rare days with high pressure areas over Portland, the wind is from the north and the noise effects on the neighborhood are reduced. The majority of the year finds Portland's weather coming from the west and southwest, which greatly enhances the noise effects on the neighborhood north of the interchange. Any tests which do not take this into account should be considered invalid.

I note that as your Alternative Two provides for incorporation of the transit mall into it, this also will creat additional noise for the neighborhood to the north. One who lives there does not think warmly about listening to Tri-Met buses revving their engines into the night. To disassociate your Alternative Two from these effects, even though you are not building the transit mall, is dishonest if Alternative Two makes the placement of the transit mall at the interchange more likely. If ODOT can propose modifications to hook up to Barnes Road in order to accomodate the effects of the infamous and unwanted Peterkort development, it should be able to plan to ameliorate the adverse effects of other development, such as the transit mall and the Barnes Road extension, which likewise depend on the alternative taken by ODOT.

I am for Alternative One.

Sincerely yours,

ROBERT BOWES ROSS
Attorney at Law
9650 S. W. Taylor
Portland, Oregon 97225
Telephone Days: 283-8533
Telephone Home: 292-0480

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DEPARTMENT OF TRANSPORTATION

185 NW 107th Avenue
Portland, Oregon 97229
July 29, 1981

MA PDM PDE TSE SPC
ODOT - METRO

JUL 31 1981

AMS PPS X PPC _ _FILE T/A

Robert Bothman
Metropolitan Branch
Oregon Department of Transportation

Dear Mr. Bothman:

RE: Alternate #2 Hiway 26 and 217 Interchange.

Since hiways, and especially interchanges, take years to plan and build, the future of an area must certainly be accomodated.

To be of maximum value the planned Transit Station needs access from the north. The underdeveloped area surrounding the interchange must also have access.

The present and future residents in the area up to Cornell Road and beyond need access. At present I must drive at least two miles, even though I live less than one half mile from the interchange.

Just because a few people have enjoyed the benefit of dead-end streets and open fields while the Peterkort property is used for farming and greenhouses, the rest of us do not want to be inconvenienced by short-sighted planning.

I hope that the Hiway Commission's good judgement will prevail and that Alternate #2 will be built.

Sincerely,

Philip S. Heid

Philip S. Heid

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July 29, 1981

Kenneth I. Peters
12624 N.W. Barnes Road, Unit 7,
Portland, Oregon 97229

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ODOT - METRO
JUL 31 1981
AMS PPS PPC FILE T/A

Robert N. Bothman, Adminstrator
Metropolitan Branch
5821 N.E. Glisan Street,
Portland, Oregon 97213

Dear Mr. Bothman:

I would like to add this letter to the statements made on July 23rd about the proposed changes to the Sunset - 217 interchange.

Having heard the many good points brought up at the public hearing, I believe a compromise can be made between alternatives 1 and 2. Provision for the " Barnes extension" should not be made directly to the north end of 217 but rather it should tie directly into the north end of the new access road which is to go under the Sunset Highway. The benefits of this proposal are:

1) People wishing to travel from whatever development that takes place on the Petercourt properties, to and from the Cedar Hill Shopping Center will in alternative 2 have to weave through two closely spaced intersections. My alignment of the Barnes extension will eliminate this weave making travel between these two areas easier and thus improving business for the merchants at Cedar Hill. This will offset business losses that will occur with the ramp closure on the southwest corner of the Sunset Interchange.

2) Transit time between the development of the Petercourt properties and St. Vincent Hospital will be reduced as there will be one less light in the way.

3) The Barnes extension directly tied into the north end of 217 would in the eyes of motorist make the Barnes extension into an extension of 217. If motorist have to make a left turn on to the Barnes extension as they travel north on 217 then they will think of it as more of a local road.

One of the biggest frustrations that I enounter in my travels through the Sunset interchange are the motorist, who having traveled north on 217 and wishing to get on the Sunset westbound come to a complete stop just as they are about to get on to the Sunset. I would say this is about one motorist in fifty. Until this interchange is rebuilt I would appreciate it if the highway department would help decrease this problem by posting some signs that: 1) tell the motorist what is ahead. It seems that some people don't expect a third westbound lane of highway over the 217 bridge. 2) Urge the motorist to use this lane and merge at reasonable speed on to the through lanes of 217.

MA PDM PDE TSF SPC
ODOT - METRO

JUL 31 1981

AMS PPS PPC FILE T/A

Mr. Robert N. Bothman
Metropolitan Branch
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, OR 97213
July 30, 1981

Re: Comments concerning the Beaverton-Tigard Highway Interchange

Dear Mr. Bothman:

In reference to the proposed Sunset Highway-217 interchange, of the two alternatives I prefer Alternative #2. This one will prove the most cost effective to the community. It not only solves the current traffic problems but allows for some flexibility in planning for any future changes in traffic flow. Alternative one may solve the present problems but does not leave any flexibility for future growth without major revisions to the intersection.

I would like to state that instead of looping Barnes Road to the North it would create a more efficient interchange to run it over the top, as an overpass, of 217 just North of the Sunset Highway. This, while costing more, would use less land and eliminate two of the traffic lights. With the increasing flow of traffic off of Barnes Road and onto the Sunset Highway the elimination of these lights will eventually become necessary.

Mrs. Dorothy Johnston was inaccurate in her statement before the hearing board. She claimed, in her statement, that the reason the CPO neither approved nor disapproved the plans was that a quarom was not present. I was present at that meeting. The meeting was expressly called to discuss the interchange. However when Mrs. Johnston called the meeting to order she announced that interchange discussion would not be brought to the floor because she had not received her notes from the County of Washington.

In conclusion, of the two proposals I favor Alternative #2.

Very Truly Yours,

John B Maher

John B. Maher
9815 S.W. Barnes Road
Portland, OR 97225

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DEPARTMENT OF TRANSPORTATION

WASHINGTON COUNTY

PUBLIC SAFETY BUILDING — 146 N. E. LINCOLN
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
LYELL GARDNER, Vice Chairman
JIM FISHER
BONNIE L. HAYS
LUCILLE WARREN

DEPT. OF PUBLIC SAFETY
WARREN (BUD) BARNES, Sheriff
(503) 648-8894

July 29, 1981

MA PDM PDE TSE SPC
ODOT - METRO
JUL 31 1981
AMS PPS PPC FILE T/A

Mr. R.N. Bothman, Administrator
Oregon Department of Transportation
Metropolitan Branch
5821 N.E. Glisan Street
Portland, Oregon 97213

Re: 217-Sunset Interchange

Dear Mr. Bothman:

Although we were unable to attend the July 23rd public hearing on the 217-Sunset Interchange, we have reviewed the Environmental Impact Statement.

It is our recommendation, in the interest of public safety and traffic control to support alternative number "2". This alternative seems to offer alternate routes which provide traffic circulation to the north population.

It remains essential to consider traffic safety and the impact of accidents that may occur on Barnes and Cornell roads as a result of poor interchange traffic flow.

If we may further support alternative 2, please let me know.

Sincerely,

W.B. Barnes

Warren B. Barnes, Sheriff

WBB:se

cc: Ed Warmouth

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AUG 3 1981
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DEPARTMENT OF TRANSPORTATION

an equal opportunity employer

8/2/81

Mr. R. N. Botham
Administrator
Dept. of Transportation

Dear Sir:

I wish to state that I support plan #2 all the way. It appears to me to be a forward looking plan that will as you say prepare us for future expansion. No matter what Mrs. Johnson and her army of followers say, they do not speak for the many many people who live north, east and west of 112th street. Not only we citizens but I'm sure the police, fire Dept, Public works Dept. and any one else who works or has a business in this area feel that roads, not just 112th should connect Cornell with

over

Barnes and Hiway 26, The people living on 112th street knew that that street would someday go through to Cornell. Why should the rest of the Community be denied these streets. Most interested people know that Mrs. Johnson and her followers are fighting plan 2 because of this and for no other reason. I hope that this small group of people will not be able to stand in the way of plan #2 being used for the 217 interchange.

Sincerely

M H Bates
1325 NW Trail St
Portland, Oregon
97229

August 1,1981

Mr. Robert N. Bothman
Metropolitan Branch
Oregon Depart of Transportation
5821 N. E. Glisan St.
Portland, Oregon 97213

Dear Mr. Bothman:

This is in connection with the Beaverton-Tigard Highway Interchange:

I was unable to attned the public hearing on this interchange on July 23. Because of I would like to comment as to the three alternatives.

I favor very much Alternative #2 because it is designed for the future and it also prvides the designed need for the access to the north and west of the interchange.

Thank you,

Yours very truly,
L. J. Kuchek
1185 N. W. 91st
Portland, Oregon 97229

August 1, 1981

Mr. Robert N. Bothman
Metropolitan Branch
Oregon Department of Transportation
5821 N. E. Glisan St.
Portland, Oregon 97213

Re: Recommendation concerning the Beaverton-Tigard Highway Interchange

Dear Mr. Bothman:

I was not able to attend the public hearing on the interchange July 23, 1981. I would like to express my thoughts on the three alternatives.

I am very much in favor of Alternative # 2 because it is designed not only for the present time but also for the future increase of traffic in the area.

Thank you,

Yours very truly
Vesta M. Ruchek
Vesta M. Ruchek
1185 N. W. 91st
Portland, Oregon 97229

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A[illegible] 5 [illegible]
COMM[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

July 26, 1981

Mr. Robert N. Bothman
Metropolitan Branch
Oregon Department of Transportation
5821 N.E. Glisan St.
Portland, OR 97213

Subject: Interchange Options - 217/Sunset Highway

Dear Mr. Bothman:

Thank you for this opportunity to comment on the proposed interchange design. I was not able to attend the public hearing on July 23.

Alternative 2 seems to be the best option, since it takes into account the future needs of the local area as well as eliminating a dangerous existing situation. I think this is an opportunity for ODOT to accomplish several objectives at one time.

Development will occur around the interchange in future years, and it will be wise to make access into the property possible. Building Alternative 2 will make for a safe interchange now and in the years to come.

Sincerely,

F. H. HOLBOKE

13795 SW ELECTRIC APT 34
BEAVERTON OR 97005

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AUG 5 1981
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DEPARTMENT OF TRANSPORTATION

MA PDM PDE FFM SPC
ODOT - METRO

AUG 04 1981

BM PJAR PPC FILE T/A

July 24, 1981

Mr. Robert N. Bothman
Metropolitan Branch
Oregon Department of Transportation
5821 N. E. Glisan St.
Portland, Oregon 97213

Re: Comments concerning the Beaverton-Tigard Highway Interchange

Dear Mr. Bothman:

Since I was unable to attend the public hearing on this interchange July 23, I would like to convey my thoughts on the three alternatives.

I am very much in favor of alternative #2 because it is designed for now and the future. It also provides for much needed access to the North and West of the interchange.

Yours very truly,

Mrs F.H. Halloke
13795 S.W. Electric
Beaverton, Or 97005

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DEPARTMENT OF TRANSPORTATION

8/1/1

Dear Sir:

Regarding the Beaverton-Tigard Highway interchange. As a user of that interchange, I definitely favor alternative 2 as the design to be built.

Thank you.

Sincerely,

Mr Wm H. Bates
1325 N.W. Trail
Portland Or
97229

8/1/81

Dear Sir:

Regarding the Beaverton-Tigard Highway interchange. As a user of that interchange, I definitely favor alternative 2 as the design to be built.

Thank you.

Sincerely,

Mrs Wm H Bates
1325 N.W. Trail
Portland, Or
97229

8/1/81

Dear Sir:

Regarding the Beaverton-Tigard highway interchange. As a user of that interchange, I definitely favor alternative 2 as the design to be built.

Thank you. CB

Sincerely,

R.J. COSTANTINO
845 NE 81ST AV.
PORTLAND, OR. 97213

Dear Sir:

Regarding the Beaverton-Tigard Highway interchange. As a user of that interchange, I definitely favor alternative 2 as the design to be built.

Thank you.

Sincerely,

Ed Honma
4846 S.E. Harrison
Milwaukie, Ore.
97222

8/1/81

Dear Sir:

Regarding the Beaverton-Tigard Highway interchange. As a user of that interchange, I definitely favor alternative 2 as the design to be built.

Thank you.

Sincerely,

E C [illegible]
795 N 9th ave
Cornelius, Ore 97113

8/1/81

Dear Sir:

Regarding the Beaverton-Tigard highway interchange. As a user of that interchange, I definitely favor alternative 2 as the design to be built.

Thank you.

Sincerely,

Marti Vaughn
4130 N.E. 15th
Portland, OR. 97211

8/1/81

Dear Sir:

Regarding the Beaverton-Tigard highway interchange. As a user of that interchange, I definitely favor alternative 2 as the design to be built.

Thank you.

Sincerely,

Katherine Weaver
4970 N.W. Kaiser Rd
Portland, Oregon
97229

8/1/81

Dear Sir:

Regarding the Beaverton-Tigard Highway interchange. As a user of that interchange, I definitely favor alternative 2 as the design to be built.

Thank you.

Sincerely,

Clarence Walker
435 N. Killingsworth,
97217

8/1/18

Dear Sir:

Regarding the Beaverton-Tigard Highway interchange. As a user of that interchange, I definitely favor alternative 2 as the design to be built.

Thank you.

Sincerely,

Mrs. H.L. Wilson
11490 S.W. 12th
Beaverton, Ore. 97005

8/1/81

Dear Sir:

Regarding the Beaverton-Tigard Highway interchange. As a user of that interchange, I definitely favor alternative 2 as the design to be built.

Thank you.

Sincerely,

Ernest S. Malbott
1808 NE Columbia Blvd
Portland Oregon 97211

8/1/81

Dear Sir:

Regarding the Beaverton-Tigard highway interchange. As a user of that interchange, I definitely favor alterm tive 2 as the design to be built.

Thank you.

Sincerely,

R. O'Halloran
3045 N.E. Davis St
Portland, Or. 97232

8/1/81

Dear Sir:

Regarding the Beaverton-Tigard Highway interchange. As a user of that interchange, I definitely favor alternative 2 as the design to be built.

Thank you.

Sincerely,

Charles Kofler
1151 SW King Ave
97205

8/1/18

Dear Sir:

Regarding the Beaverton-Tigard Highway interchange. As a user of that interchange, I definitely favor alternative 2 as the design to be built.

Thank you.

Sincerely,

Karl D. Augustus
6435 S.W 179Th
ALoha, OR 97007

8/1/81

Dear Sir:

Regarding the Beaverton-Tigard highway interchange, As a user of that interchange, I definitely favor alternative 2 as the design to be built.

Thank you.

Sincerely,

Warren R Hoblitz
1424 E. Burnside
Portland Ore

July 30, 1981

Dear Sir,

Enclosed is our view on the Sunset Hgwy / Hgwy. 217 Interchange plan. We live in the vicinity on 185 N.W 114th Ave. Portland. We highly support Alternative 1. We prefer Barnes Road left in its present course. Our main concern is the added noise Barnes road would create to the freeway noise we already hear if Alternative 2 is chosen. Alternative 2 would bring Barnes west and north of its present position adjacent to our neighborhoods leaving no buffer zone for noise control. Why not keep Barnes close to an already noisy freeway. Also Alternative two would probably open up all of our streets to busy traffic.

Thank you.

Sincerely,
Steve and Trudy Cardwell

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DEPARTMENT OF TRANSPORTATION

Cardwell
185 N.W. 114th Ave.
Portland, Or. 97229

July 30, 1981

[✓ MA] PDM PDE FFM SPC
ODOT-METRO

AUG 03 1981

BM PAR PPC FILE T/A

Mr. Robert N. Bothman
Metropolitan Branch
Oregon Department of Transportation
5821 N. E. Glisan Street
Portland, Oregon 97213

Dear Mr. Bothman:

I am writing to let you know my thoughts on the proposed new Beaverton-Tigard Interchange. I am very much in favor of alternative #2.

I believe this plan would best meet the needs of the area and would like to see it adopted.

Sincerely,

Neal S Daugherty

Neal Daugherty
413 S. E. 241st Ct.
Troutdale, Oregon

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DEPARTMENT OF TRANSPORTATION

7-25-81

Mrs. C.R. Dyer
80 N.W. 90th
Port. Ore. 97229

MA PDM PDE FFM SPC
ODOT-METRO

AUG 03 1981

BMYPAR. PPC FILE T/A

Mr. Bothman,

First & foremost I object to your dept. having someone giving out biased information either before or after the hearings. I was told by your information person that if we didn't choose alternative #2 that about two (2) years after the project was completed we could probably go back to hear new proposals on a revised inter-change at Cedar Hills Blvd. It seems to me that most of the persons interested enough to attend these hearings, has some general idea of what is going on without the voice of a biased informer.

①

We have lived in this ever-changing & growing area for 7yrs. raising 2 children one 7yrs & one 9yrs. We also happen to live on the one main road (Leahy & 90th ave.) that seems to carry most of the traffic through this area. We have weathered 60 acres of new homes which has brought some increase in traffic but peak hour traffic is our main concern.

My husband & I have discussed the proposals at length & probably would benefit traffic wise with #2 but we object to the Barnes Rd extension (217 freeway) with the thought that property along expressways & freeways is usually more acceptable for commercial rather than resedential buildings. Also noise from the two freeways, at right angles, would be tremendous. Much of the noise from the traffic echoes off the surrounding ② hills already.

Also in alternative #2 the so called Barnes Rd. ext. north of U.S. 26. Where will it end? Cornell I presume? Do you have intentions on widening Cornell Rd. also? Will there be another signal at this point? (Cornell Rd & Barnes Rd. Ext.) There will be five lanes of traffic from Barnes going into two lanes on Cornell. You talk about traffic problems! The people living in this area to be affected by this extention, (freeway) also use Cornell many times throughout the day & week & we already know what a problem Cornell is without this ext. One more question. If & when the land becomes developed around this Barnes Rd. extension how are the side streets that are already in existence going to connect into the Barnes Rd. extension? You made suggest to the fact that just because the extension was in, it didn't mean ~~the~~ surrounding area would be sold commercially. Would you buy property for residential purposes, for your family to live, just off an expressway? I doubt it.

Thank You

Mrs. C.R. Dyer

Our choice is alternative #1 as it will aleviate the traffic interchange problems at U.S. 26 & 217. which I thought was the reason for the hearings.

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DEPARTMENT OF TRANSPORTATION

July 29 '81

Dear Mr. Bothman -

We are writing in regards to Sunset Hgwy / 217 Hgwy Interchange Plan. We are STRONGLY in favor of plan #1. (no road going off to north) Thank you for your consideration for neighborhood - people concerned -

Mr & Mrs. G. Froding
405 N. W 114 Ave
Portland - OR
97229

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DEPARTMENT OF TRANSPORTATION

July 24, 1981

Mr. Robert N. Bothman
Metropolitan Branch
Oregon Department of Transportation
5821 N. E. Glisan St.
Portland, Oregon 97213

Re: Comments concerning the Beaverton-Tigard Highway Interchange

Dear Mr. Bothman:

Since I was unable to attend the public hearing on this interchange July 23, I would like to convey my thoughts on the three alternatives.

I am very much in favor of alternativs #2 becauce it is designed for now and the future. It also provides for much needed access to the North and West of the interchange.

Yours very truly,

Amanda L. Holboke (Holboke)
1035 N.W. Saltzman Rd
Portland Ore. 97229

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DEPARTMENT OF TRANSPORTATION

July 30, 1981

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Mr. Robert N. Bothman
Metropolitan Branch
Oregon Department of Transportation
5821 N. E. Glisan St.
Portland, Oregon 97213

RE: Comments concerning the Beaverton-Tigard Highway Interchange

Dear Mr. Bothman:

I would like to convey my thoughts on the public hearing held July 23 that I was unable to attend.

I find alternative No. 2 more suitable to the future development of the land. It would provide the much needed access to the North and West of the interchange.

Sincerely yours,

Jack S. Jorgenson

3035 N. W. Saltzman Rd.
Portland, Oregon

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July 30, 1981

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Mr. Robert N. Bothman
Metropolitan Branch
Oregon Department of Transportation
5821 N. E. Glisan St.
Portland, Oregon 97213

Re: Comments concerning the Beaverton-Tigard Highway Interchange

Dear Mr. Bothman:

I was unable to attend the July 23 public hearing on this interchange. I would like to convey my thoughts on the three alternatives.

I am very much in favor of alternative No. 2. It provides for the much needed access to the North and West of the interchange. It is also more suitable to the current usage of the adjacent land and to future development of that land.

Sincerely yours,

Sally Jorgenson

3035 N. W. Saltzman Rd.
Portland, Oregon 97229

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DEPARTMENT OF TRANSPORTATION

July 29, 1981

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BM PAR PPC FILE T/A

Mr. Robert N. Bothman
Metropolitan Branch
Oregon Department of Transportation
5821 N. E. Glisan Street
Portland, Oregon 97213

Dear Mr. Bothman:

As a frequent user of Sunset Highway, I would like to let you know my thoughts on the proposed plans for the new Beaverton-Tigard Interchange.

I am in favor of alternative #2 and hope that this plan will be adopted. I feel it gives the best access to the surrounding area now, and would best meet its needs in the future.

Sincerely,

Shirley Judd

Shirley Judd
4011 N. E. 129th Place
Portland, Oregon 97230

RECEIVED
AUG 6 1981
COMMIS[illegible] [illegible]RVICES
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL SECTION
July 31, 1981

cc: E. S. Hunter, F. E. Terpin, R. N. Bothman, Cliff Christianson
D. H. Moehring, Walt Hart, Ed Hardt
J. H. Versteeg, Dale Wilken, Jef Kaiser

BICYCLE COMMUTER SERVICE 1914 S.E. Ankeny, Portland, Oregon 97214 (503) 233-BIKE

Mr. Gary A. Potter
Oregon State Highway Division
412 Transportation Bldg
Salem, Oregon 97310

July 29, 1981

Re: Beaverton-Tigard Highway Interchange Draft EIS

Dear Mr. Potter,

I have reviewed the above document and would like to comment on the proposed project.

First of all, I commend your consideration of the problems of bicycle access to this interchange. Barnes Rd to SW Park Way is a good connection to Beaverton and Tektronics (Walker Rd plant) as well as a needed local connection to the shopping center, but , as the report notes, the interchange is formidable. In my first and only attempt to use that connection on a bicycle, I ended up riding down Hwy 217 praying for an early next exit.

The local frontage road with sidewalk suggested in Alternative 1 and 2 is an excellent idea and would enable bicyclists and pedestrians to avoid freeway-to-freeway traffic. The proposed facility, however, may need certain additions to meet cyclist and pedestrian needs.

1. A visual and physical barrier is needed to separate sidewalk traffic from northbound Hwy 217 traffic.
2. Bicyclists traveling from SW Park Way to Barnes are expected in the proposed plan to stop, cross the street to the sidewalk and thencross another intersection at the frontage road and Barnes to continue on their way. Pedestrian and cyclists who will use the sidewalk will need a push button-activated cross signal to cross safely at both points.
3. Bicycle movement on the right side of these roads should be provided for those who prefer to move with the other vehicles. (Cyclists avoid dismounting if at all possible). A bike lane or wide outside lane northbound on the frontage road would provide that opportunity. Actually, optimally, both sides of the road could use them. Problems at the exit ramp intersections could be handled in the same way that local vs freeway vehicular traffic is controlled.

Please keep me posted on changes to the proposed plan, and feel free to contact me if you have questions.

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COMM[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

Cheryl B. Lowe

Cheryl B. Lowe
Coordinator

cc: Ralph Hirsch, L.A.W.
Dale Wilken

BIKE FOR A BETTER CITY

AMERICAN GROWERS SERVICE

GS

NORTHWEST OFFICE: JOHN MELUSO, JR.
19530 N.W. MAHAMA PLACE • PORTLAND, OR 97229
PHONE (503) 645-6782 • TWX 910-467-8748

MA PDM PDE FFM SPC
ODOT - METRO
AUG 03 1981
BMTPAR PPC FILE T/A

Oregon State Department of Transportation
Highway Division
5821 N.E. Glisan
Portland, Or 97213

Attn: Mr. Robert M. Bothman

Dear Mr. Bothman,

I am a property owner in the Rock Creek area and in CPO #1 at 102nd and Cornell. I am also a businessman away from home a great deal of the time. Being away from home, I none-the-less am a concerned taxpayer and am concerned regarding the "WISE" developement of Oregon. I understand that your department, the city of Beaverton and other far sighted individuals see the wisdom in long range planning and favor, Alternate Plan #2. To succumb to the vociferous "RADICAL MINORITY" whose resistance to change is unrealistic and solely based on individual greed to the detriment to the whole tax paying body.

I am in support of you and your department, as I see you as making wise decisions in regards to our tax paying. I am writing this letter as a member of the sometimes-too-silent majority to counteract the outspoken-radical-minority. I am sure your wisdom will prevail.

RECEIVED
AUG 6 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

John Meluso Jr.

John Meluso, Jr.

Quality products...Quality service

NICHOLSON TRUCKING, INC.
1532 S. E. 3rd Avenue
Portland, Oregon 97214

July 30, 1981

Mr. Robert N. Bothman
Metropolitan Branch
Oregon Department of Transportation
5821 N. E. Glisan Street
Portland, Oregon 97213

Dear Mr. Bothman:

I am writing you in regard to the Beaverton-Tigard Highway Interchange. In my opinion, it is a dangerous interchange as it is now and creates a major traffic hazard.

I would like to see a new interchange constructed and am in favor of alternative #2. I believe this plan would give the best access to the surrounding area now and in the future.

Sincerely,

Paul Nicholson
President

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AUG 6 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

July 31, 1981

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ODOT - METRO

AUG 03 1981

BMTPAR PPC FILE [illegible]

Mr. Robert N. Bothman
Oregon Department of Transportation
5821 N. E. Glisan
Portland, Oregon 97213

RE: Comments concerning the Beaverton-Tigard Highway Interchange

Dear Mr. Bothman:

I did not attend the public hearing on this interchange on July 23 and therefore would like to express my thoughts in writing.

I definitely favor the alternative 2 design. In my opinion it is the only alternative offered that will serve the greatest number of people. It also appears to be the safest design, a very important factor. The connection to Barnes Road as indicated in alternative 2 will safely transfer motor traffic from highway 217 to the local road traffic with the greatest ease.

Again, please note that I favor alternative 2. Thank you.

Sincerely,

Charles E Pattillo

Charles E. Pattillo

Chas. E. Pattillo
7420 S. W. Pointer Lane
Portland, OR 97225

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AUG 6 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

July 30, 1981

MA PDM PDE FFM SPC
ODOT - METRO

AUG 03 1981

BMTPAR PPC FILE T/A

Mr. Robert N. Bothman
Metropolitan Branch
Oregon Department of Transportation
5821 N. E. Glisan Street
Portland, Oregon 97213

Dear Mr. Bothman:

My wife and I are writing to you in regard to the proposed new Beaverton-Tigard Highway Interchange. We feel that the existing interchange is a dangerous traffic hazard and should be changed.

We are in favor of alternative #2 because we feel this plan offers the best access to the surrounding area. We also feel it would cost the tax payer less money because it provides for the future needs of this area.

Sincerely,

Joe Peterkort

Mr. and Mrs. Joe Peterkort
10025 S. W. Barnes Road
Portland, Oregon 97225

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AUG 6 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

July 30 1981

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ODOT-METRO
AUG 03 1981
BMT PAR PPC FILE T/A

Mr Robert Bothman
Dept. of Transportation
5821 N E Glisan St.
Portland Ore 97213

RE. Comments Concerning Sunset
Highway - 217 Interchange

Dear Mr Bothman

I support Alternative #2. I am a member of the board of Directors of J. Peterkort + Co. and have reviewed the Draft E.I.S. and attended the public hearings on July 23, 1981

I am very concerned that an alternative (alternative #1) is being considered that will eliminate accessibility to a major Washinton County employer. Obviously We Need continued access for our employees but also for our suppliers and the distribution of our product, which occurs seven days a week and many trips are made throughout the day.

In addition, considerable acres in corporate ownership are now planned for high density development. Active development of these acres is a major Corporate policy and is being pursued aggressively. Because development of this land and at high density is consistent with adopted Metropolitan and County policies this interchange must be designed to serve it. Alternative #2 provide that service.

Yours Sincerely
Frank Peterkort

RECEIVED
AUG 6 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FRANK PETERKORT
8465 SW SCHELLER
PORTLAND, OR 97225

July 31, 1981

Gentlemen:

Reference the Beaverton-Tigard Highway Interchange at Cedar Hills.

I missed the public hearing so would like to comment in favor of Alternate #2 as proposed by your Dept. Alt. #2 appears to be layed out for the future to accomodate traffic and access to private land. In the long run it even may prove less expensive than working out access on Alt. #1.

I vote for your Alt. #2

MA PDM PDE FFM SPC
ODOT-METRO
AUG 03 1981
BMTPAR PPC FILE T/A

Sincerly,

Bruce B. Plath

11790 S.W. Lamawood
Portland, Or. 97225

July 31

Robert N. Bothman
Metropolitan Branch
Oregon Department of Tran
5821 NE. Glisan St.
Portland, Oregon 97213

MA PDM PDE FFM SPC
ODOT-METRO

AUG 0 3 1981

BM PAR PPC FILE T/A

Dear Mr. Bothman,

I was unable to attend the public meeting July 23 concerning the Beaverton Highway interchange. I've been following the progress of this issue through the newspaper and news. I would like to voice my opinion on this issue

I am very much in favor of alternative #2. It will provide access from both the North and West which will be necessary as the community continues to grow. The design of this alternative is for the future, so there will not have to be more construction in a few years to meet more growth, unlike alternative which would need future construction to meet growth. All in all I feel alternative #2 would be the

Best for everyone concerned.

Yours Very Truly,

Sherylie A. Wise

Sherylie Wise
13684 Sw 63rd Pl.
Portland, Oregon
97219

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AUG 6
DEPARTMENT OF [illegible]

MA PDM PDE FFM SPC
ODOT - METRO

AUG 0 3 1981

BM PAR PPC FILE T/A

July 28, 1981

Mr. Robert N. Bothman
Oregon Department of Transportation
5821 N. E. Glisan St.
Portland, OR 97213

Re: Public comment on the Beaverton-Tigard Highway Interchange

Dear Mr. Bothman:

My wife and I drive this interchange nearly daily and believe that something should be done as soon as possible to correct this hazardous section. Of the alternatives put forth at the public hearing, we prefer Alternative #2.

Very truly yours,

Kent Zimmerman

Kent Zimmerman

Kent Zimmerman
18815 S. W. Butternut
Beaverton, OR 97007

RECEIVED
AUG 6 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MA PDM PDE FFM SPC
ODOT-METRO

AUG 07 1981

BM PAR PPC FILE T/A

July 26, 1981

Mr. Robert N. Bothman
Metropolitan Branch
Oregon Department Of Transportation
5821 N.E. Glisan St.
Portland, OR 97213

Subject: Intersection Options - 217/Sunset Highway

Dear Mr. Bothman:

Thank you for this opportunity to comment on the proposed interchange design. I was not able to attend the public hearing on July 23.

Alternative #2 seems to be the best option, since it takes into account the future needs of the local area as well as eliminating a dangerous existing situation. I think this is an opportunity for ODOT to accomplish several objectives at one time.

Development will occur around the interchange in future year, and it will be wise to make access into the property possible. Building Alternative #2 will make for a safe interchange now and in the years to come.

Sincerely,

Lloyd Reeves

Lloyd Reeves

Mr. Lloyd Reeves
735 S. W. 173rd Ave.
Beaverton, OR 97005

xc: RNB
VLR
RJH

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

NOTED
E. S. HUNTER

Intergovornmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Beaverton -Tigard Highway Interchange

PNRS #: 8106 4 380

DATE: 7/24/81

The State Clearinghouse has received additional comments from

Oregon State Department of Environmental Quality

subsequent to our conclusion letter of 7/14/81

please see copy (ies) attached for your attention.

Additional Clearinghouse comments:

ENVIRONMENTAL SECTION
July 28, 1981

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walt Hart
Dale Wilken
R. N. Bothman
Ed Hardt
Jef Kaiser
Cliff Christianson

(XX) Please consider this letter and enclosure(s) an addendum to our previous letter.

(XX) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

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JUL 29 '81
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OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE , Salem, Oregon 97310
Phone Number: 378-3732

Management Services Div.
Dept. of Environmental Quality
RECEIVED
JUN 10 1981

PNRS STATE REVIEW

Project #: 8106 4 380 Return Date: 7-10-81

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

( ) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

Noise Pollution Control Section Comments: The Draft E.I.S. adequately described the project noise Impacts. The Department recommends the construction of the proposed noise barrier located northeast of the interchange. Unfortunately, other homes impacted by noise from the project were not recommended for noise mitigation. The Department recommends that these other homes receive noise mitigation.

Agency DEQ By Norman L Jetter
7-7-81

[illegible]

1

VICTOR ATIYEH
GOVERNOR

Executive Department

155 COTTAGE STREET N.E., SALEM, OREGON 97310

July 14, 1981

ENVIRONMENTAL SECTION
July 16, 1981

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walt Hart
Dale Wilken
R. N. Bothman
Ed Hardt
Jef Kaiser
Cliff Christianson

Gary A. Potter
Manager
Environmental Section
Department of Transportation
Highway Division
Transportation Bldg
Salem, OR. 97310

NOTED
E. S. HUNTER

Dear Mr. Potter:

Beaverton-Tigard Highway Interchange
PNRS 8106 4 380

Thank you for submitting your draft Environmental Impact Statement for State of Oregon review and comment.

Your draft was referred to the appropriate state agencies. The Department of Land Conservation and Development offered the enclosed comments which should be addressed in preparation of your final Environmental Impact Statement.

We will expect to receive copies of the final statements as required by Council of Environmental Quality Guidelines.

Sincerely,

INTERGOVERNMENTAL RELATIONS DIVISION

Kay L. Wilcox

Kay Wilcox
A-95 Coordinator

KW:cb

RECEIVED
TECHNICAL SERVICES
JUL 16 '81
REFER TO
FOR
Info [illegible] R/D D/R [illegible] Act File

VICTOR ATIYEH
GOVERNOR

Department of Land Conservation and Development

1175 COURT STREET N.E., SALEM, OREGON 97310 PHONE (503) 378-4926

JUL 09 1981

July 8, 1981

Ms. Kay Wilcox, A-95 Coordinator
Intergovernmental Relations Division
155 Cottage Street NE
Salem, OR 97310

PNRS 8106 4 380; Beaverton-Tigard Highway Interchange DEIS

Dear Kay,

We offer the following points for consideration in the preparation of the Final Environmental Impact Statement for the above listed project.

> Pages 57-62 provide substantial evidence that noise impacts have been considered for the No-Build and Build Alternatives. However, Table 4 on page 48 should reference this discussion on noise impacts since it is an identified discharge under Goal 6--Air, Water, Land. In addition, the analysis of the projects consistency with Goal 6 should discuss whether local, state, or federal statutes, rules or standards, if any, will be impacted by the project.

Please call (378-4098) if I can be of any assistance in addressing these comments.

Sincerely,

Jim Claypool

James H. Claypool
State/Federal Agency Coordinator

JHC:cp
6014A

SERIES TITLE:

Contracts

LAST RECORD
IDENTIFICATION:

Contract #9865-2

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